



# Waterfront Marina

Trust Lands Use Plan

Martinez, CA

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# Public Review Draft

# **Waterfront Marina**

## Trust Lands Use Plan

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# 1

## **Introduction**

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**Waterfront Marina**  
Trust Lands Use Plan

## Purpose

The intent of the Waterfront Marina Trust Lands Use Plan (“the Plan”) is to provide a vision for the Martinez Waterfront Marina (“Waterfront Marina”) that is an integration of community-based design ideas. The Plan results from community outreach, planning strategies, and market research to form maps, diagrams, and experiential illustrations that communicate the vision for the area. The intent of the Plan is to provide the basis for the continued planning efforts necessary for the development of the Marina and fulfill the requirements of Chapter 628, Statutes of 2014 (SB 1424).

As illustrated in Figure 1: Waterfront Marina Plan Area, approximately 65.2 acres outside of the City’s granted Trust Lands are included in the Plan. As part of the vision process, it was determined that the success of the Trust Lands and the additional area, anchored by Waterfront Park, are intertwined with the Trust Lands receiving benefits that include, but are not limited to, increased visitation and access, and regionally-drawing recreational facilities.

The visioning process included two key steps: first, setting a foundation for the vision, and then planning for the vision.

1. Foundation for the Vision: The foundation for the vision included community outreach that solicited public input regarding opportunities for the future of the Waterfront Marina. Areas of study included experiential desires, physical form and character, scale of development, circulation, and infrastructure improvements, among others. Public input is a major component of the Plan.
2. Plan for the Vision: Based on meetings and activities with the community, the City created a vision statement, strategies, and concepts to communicate the proposed vision. This Plan articulates the Waterfront Marina’s future development potential, including physical use, form and character, public spaces, mobility, relationships to natural features, and priorities and sequencing.

## Martinez Trust Lands

SB 1424 provides for a grant of Trust Lands to the City of Martinez. The statute requires the Trust Lands to be held by the City, as trustee:

*...for the benefit of all the people of the state for purposes consistent with the public trust doctrine, including the protection of maritime or water-dependent commerce, navigation, and fisheries, the preservation of the lands in their natural state for scientific study, open space, wildlife habitat, and water-oriented recreation.*

The statute also requires the City to submit to the State Lands Commission (“SLC”) by December 31, 2019, a Trust Lands Use Plan. The City must also file with the SLC by September 30, 2025, and every five years thereafter, a detailed report of its TLUP uses and an annual statement of trust revenues and expenditures.

The city submitted a draft TLUP to the SLC in 2019; however, due to it being based in part on this Waterfront Marina planning effort, the City committed to submitting this Plan to the Commission for review and comment, when it is in draft form, and to include the Commission staff in Plan development efforts.

## Provisions for TLUP

The TLUP submittal requirements pursuant to Senate Bill 1424 include:

1. A general description of the type of uses planned or proposed for the Trust Lands. The location of these land uses shall be shown on a map or aerial photograph.
2. The projected statewide benefit to be derived from the planned or proposed use of the Trust Lands, including, but not limited to, financial benefit.
3. The proposed method(s) of financing the planned or proposed uses of the Trust Lands, including estimated capital costs, annual operating costs, and anticipated annual trust revenues.
4. An estimated timetable for implementation of the TLUP and any phase of the Plan.
5. A description of how the trustee (City of Martinez) proposes to protect and preserve natural and manmade resources and facilities located on the Trust Lands and operated in connection with the use of the Trust Lands, including but not limited to, addressing impacts from sea level rise.

This TLUP document fulfills the City's requirement under SB 1424. Any changes, amendments, or extensions, to the TLUP must be submitted to the SLC for its approval.

## Access, Preservation, and Integration

The City prepared this Plan in conformance with SB 1424 and the Public Trust Doctrine. Consistent with the granting statute, the City aims to foster access, preservation, and integration of the Trust Lands so all Californians may enjoy natural views and learn the value of these natural resources, store and launch watercraft, fish, benefit from the goods produced on the City's waterfront, and more. This Plan establishes the City's long-term vision for the Waterfront Marina, including its Trust Lands, and contains the following sections:

1. **Introduction:** This section includes the intent and overview of the Plan organization.
2. **Site and Context:** This section provides a discussion of the historical context, existing conditions, uses and programs, and market context. Also included is a discussion of the hazards and how the City proposes to protect and preserve natural and man-made resources and facilities.
3. **Community Engagement:** This section includes an overview of the outreach process and the results collected.
4. **The Plan:** This section states Martinez's long-term vision for the Waterfront Marina, including its Trust Lands, and the statewide benefit.
5. **Priorities and Sequencing:** This section provides an overview of the proposed implementation, including interim activations and prioritization.
6. **Financing:** This section discusses the proposed method of financing for existing and future uses, including a discussion of revenue and operating costs.
7. **Procedures and Regulations:** This section sets forth the City's procedures and regulations governing the leasing and development of its Trust Lands.
8. **Permitting and Compliance:** This section discusses the future CEQA and NEPA compliance work anticipated to realize the plan.

## Relationship to Relevant Planning Documents

### Martinez General Plan 2035

The Martinez General Plan 2035 contains a set of public goals and policies to guide the future development and maintenance of the physical environment in Martinez. Most importantly, the General Plan provides a policy structure for addressing planning and development issues. The City crafted the Plan to be consistent with and implement elements of the Martinez General Plan 2035.

### Zoning Code (Title 22)

The Zoning Code implements the General Plan. The Code regulates structures and uses of property within designated zoning districts by, for example, setting limits on building height and setback requirements. The City crafted the Plan to conform to the requirements of the applicable zoning district.

### Martinez Park System Master Plan

The 2007-2012 Martinez Park System Master Plan provides an assessment of the City's park system and establishes a vision for the future. It establishes the goals, objectives, and policies to guide public planning in the acquisition, development, and rehabilitation of parks, open spaces, trails, and recreation opportunities in the City. It is recommended that subsequent updates to the Park System Master Plan consider and incorporate recommendations from this Plan in areas where the two overlap. These areas include, but are not limited to, the Waterfront Park and Ferry Point Picnic Area.

### East Bay Regional Parks District Master Plan

East Bay Regional Parks District ("EBRPD") 2013 Master Plan defines the overall mission and vision for the Park District and guides future development of parks, trails, and services. It is recommended subsequent updates to the Master Plan consider and incorporate recommendations from this Plan in areas where the two overlap.

Figure 1: Waterfront Marina Plan Area





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# 2

## **Site and Context**

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**Waterfront Marina**  
Trust Lands Use Plan

## Location and Historical Context

Bordered by the Carquinez Strait to the north, the site is located 22 miles northeast of San Francisco in northern Contra Costa County.

In general, the Bay Area was lightly occupied prior to about 2000 B.C. by hunter/gatherer populations not concentrated around estuarine or marine food resources. About 2000 B.C. a different way of life became predominate that emphasized residing near shorelines and associated resources. This is commonly thought to represent the movement of Penutian speakers, such as the Ramaytush Ohlone (Costanoan), into the area, displacing Hokan speakers.

Ancestors of the Ohlone moved into the San Francisco and Monterey Bay areas from the Delta of the San Joaquin and Sacramento rivers. They situated their permanent villages on high ground above seasonal marshes inundated by high water for a few months of the year. Territorial boundaries of tribelets were defined by physiographic features. The Karkines, part of the Costanoan group and a subset of the Ohlone family, were most heavily associated with the Martinez area.

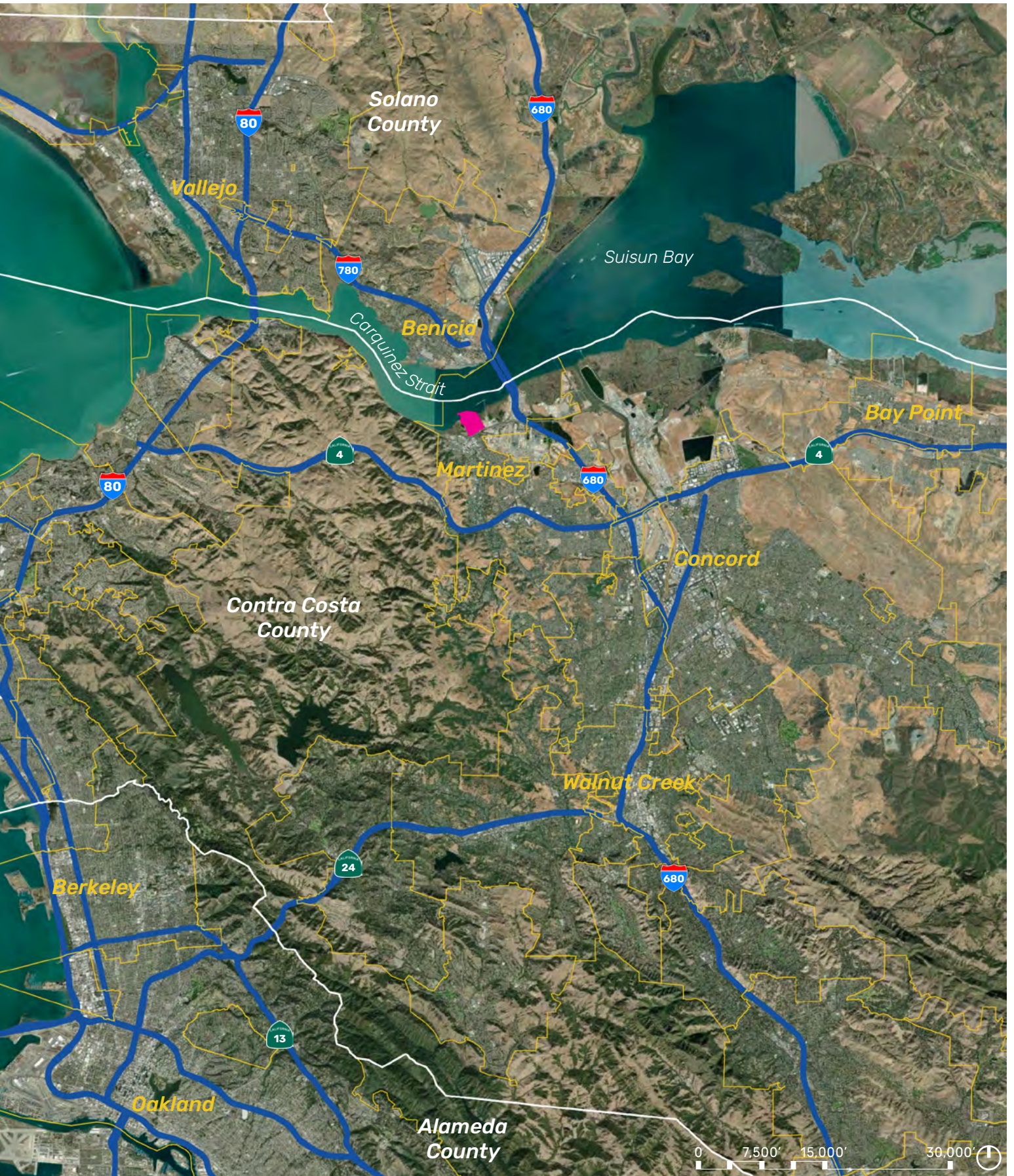
The Ohlone followed a seasonal round of subsistence activities, gathering plant and animal foods and materials for baskets and other manufactures. They insured a sustained yield of plant and animal foods by careful management of the land.

Between 1770 and 1797, the Franciscans established seven missions in Ohlone territory and effectively changed the Indian way of life. Mission San Jose baptismal records demonstrate that the last Ohlone tribelets living an aboriginal existence had disappeared by 1810. By 1832, the Ohlone population decreased to one-fifth or less than its pre-contact size. After the Mexican government secularized the missions (between 1834 and 1836), some Ohlone returned to traditional religious and living practices while others worked on Mexican ranchos.

Figure 2: Regional Context



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The Bay Miwok occupied an area south of the Sacramento River, including portions of Contra Costa County east of present-day Walnut Creek. Bay Miwok, like the Costanoans, situated their villages on elevations above the seasonal marshes. Father Viader described the summer flooding of the rivers and said that “at that time the wild Indians live on a few small elevations”.

The Delta environment provided abundant food sources for the Bay Miwok, including grasses, berries, and other plants, fish, waterfowl, and herds of elk and deer. The Bay Miwok used many of the same species as the Costanoans/Ohlone.

In 1774, the first Bay Miwok converts were recorded at Mission San Francisco, although most of the Bay Miwok neophytes were taken to Mission San Jose. The last known Bay Miwok baptisms were recorded in 1827. Subsequently, the original tribal groups lost their identity, it has been suggested, by joining more distant tribelets or because they were decimated by disease.

The “discovery” of the Carquinez Straits and exploration of Contra Costa County was accomplished by Pedro Fages, who toured the county with twelve soldiers, an Indian guide, and Father Juan Crespí in the spring of 1772. This expedition was followed in 1776 by a party led by Captain Juan Bautista de Anza that generally followed along the same route from San Francisco Bay to the Carquinez Straits, continued toward the interior and passed somewhere east of Mount Diablo.

The modern City of Martinez originated when the government of Mexico granted 17,000 acres of land along the Carquinez Strait to Don Ygnacio Martinez in 1824. Ferry service between Martinez and Benicia was established in 1847, which played a major role in the development of Martinez. By 1849, Martinez was a gold rush boomtown and served as a ferryboat transit point across the Carquinez Strait to the gold fields. It became the county seat in 1850, a position it still holds today, and incorporated in 1876.

Some of the disheartened gold seekers settled on the fertile lands in the area upon their return and began farming, particularly wheat, fruits, and nuts. As the agricultural industry developed, Martinez became an important shipping center. Initially, most shipping was done via sailing vessels. However, in 1877, a subsidiary of the Central Pacific (later Southern Pacific) Railroad reached Martinez. When three other railways arrived in Martinez in 1899, produce was the main export shipped to markets over the rail routes.

Beginning in the 1870s, Portuguese and Italian fishermen began their immigration to Martinez, settling near Martinez’s shoreline to fish and work in canneries. Fishing was so productive that two of twelve fishing canneries operating on the Pacific Coast in 1882 were located in Martinez. Fishing continued to provide a viable living for many families until Bay waters were closed to commercial fishing in 1957.

In the early 1900s, petroleum companies developed an interest in locating refineries along the Martinez waterfront because of the deep-water harbor and rail connections. In 1915, Shell Oil Company built a refinery there, which sparked a residential boom and pushed the population up to nearly 3,900 residents by 1920. In 1930, Southern Pacific Railroad built a railway bridge between Benicia and Martinez, and in 1962, a second bridge was built for vehicles, thereby ending ferry service to Benicia. Martinez experienced rapid population growth during the 1970s and 1980s is now home to approximately 37,000 people.

Further description of the City’s history before the Settlement Period may be found in the Cultural and Tribal Cultural Resources section of the Draft Environmental Impact Report (“EIR”) prepared for the General Plan 2035.

## State Lands Grant

The California Legislature granted sovereign tidelands and submerged lands located within the City limits to the City of Martinez under Senate Bill 1424, Chapter 628, Statutes of 2014. These granted lands, referred to in this Plan as Trust Lands, are held in trust for the people of California. The Trust Lands comprise four parcels and include a marina. The City is required to operate their granted Trust Lands in conformance with the California Constitution, granting statutes and the Public Trust Doctrine. Figure 1 shows the City's Trust Lands Use Planning Area which includes parcels within and immediately adjacent to the Trust Lands.

## The Public Trust Doctrine

The Public Trust Doctrine is a common law doctrine declaring all sovereign waterways are to be preserved for use and enjoyment by the public. This can be accomplished through several means, including the protection or development of maritime or water-dependent commerce, navigation, and fisheries, the preservation of lands in their natural state for the purposes of scientific study, open space, wildlife habitat, and water-oriented recreation.

Case law interpreting the Public Trust Doctrine determined Trust Lands can only be used for purposes beneficial to the State in its entirety (the statewide public). The statute granting the land to the City states this as well. The Public Trust Doctrine is an evolving doctrine that is based on case law. Trust Lands belong to the public and cannot be sold or used exclusively for private purposes.

Use of Public Trust lands is generally limited to water-dependent or water-related uses, including commerce, fisheries, and navigation, environmental preservation, and recreation. Recognized Public Trust uses include, among others, public access, ports, marinas, docks and wharves, buoys, hunting, fishing, bathing, swimming, and boating. Ancillary or incidental uses that are not independently Public Trust-consistent but are supportive and necessary for trust use, or that accommodate the enjoyment of Public Trust Lands, are also permitted. Examples include facilities to serve visitors, such as hotels and restaurants, shops, parking, and restrooms. Other examples of acceptable ancillary uses are commercial or industrial facilities that provide support to water-dependent uses that must be located on or directly adjacent to the water, such as warehouses, container cargo storage, and facilities for the transfer of oil and gas products through marine oil terminals. Public Trust Lands may also be kept in their natural state for habitat, wildlife refuges, scientific study, or use as open space (*Marks v. Whitney* (1971) 6 Cal.3d 251, 260).

Uses that are generally not permitted on Public Trust Lands are those that are not water-dependent or related, do not serve a regional or statewide public purpose, and can be located on non-waterfront property. Examples include residential and non-maritime related industrial, commercial, and office uses, as well as municipal uses like schools and hospitals. Because Public Trust Lands are held in trust for all citizens of California, they must be used to serve statewide goals, not purposes that are purely of local benefit (*Mallon v. City of Long Beach* (1955) 44 Cal.2d 199; Pub. Resources Code, § 6009).

## Existing Use of Trust Lands

The City is trustee for approximately 79.6 acres of Trust Lands on the City's northern shoreline zoned for open space and recreational facilities use. The three contiguous parcels containing the Martinez Marina and other recreational, community, and water-related commercial uses comprise approximately 68.3 acres. The fourth parcel at the western City boundary is approximately 11.3 acres. Whether through state taxes, goods and services created, or opportunities for recreation, each of these uses provide benefits to Californians.

## Rail Transportation

### Lease Dated June 26, 1997– Union Pacific Railroad Company

Union Pacific Railroad Company ("UPRR") is a railroad company with 32,200 route miles in 23 states, approximately 33,000 employees, and 10,000 customers. UPRR operates the existing railroad tracks in Martinez parallel to the waterfront area on the City's western edges. These tracks make up the service corridor for Amtrak passenger service and UPRR freight trains.

## Commercial

### Lease Dated December 21, 2022 – Eagle Marine

Eagle Marine is located at 245 N. Court Street. Eagle Marine is a marine vessel repair facility focusing on powerboats approximately 35 feet and less in length. Eagle Marine services recreation, commercial fishing, industrial, law enforcement, and government boats, as well as spill response vessels for local refineries and spill response companies. In 2022, the marine generated over \$54,000 in sales tax revenue.

Eagle Marine's operations comprise approximately 2.6 acres of Trust Lands and contain two buildings housing retail operations, storage facilities, and repair facilities, and short and long-term boat storage. Eagle Marine has been operating in this location since 1997. The current lease requires an annual lease payment of \$54,600 and expires on December 31, 2023.

Eagle Marine's operations are considered consistent with the Public Trust Doctrine because they support water-dependent and water-related commerce and recreation, including boating and fishing. Eagle Marine provides a statewide public benefit as it serves boat owners from outside Martinez.

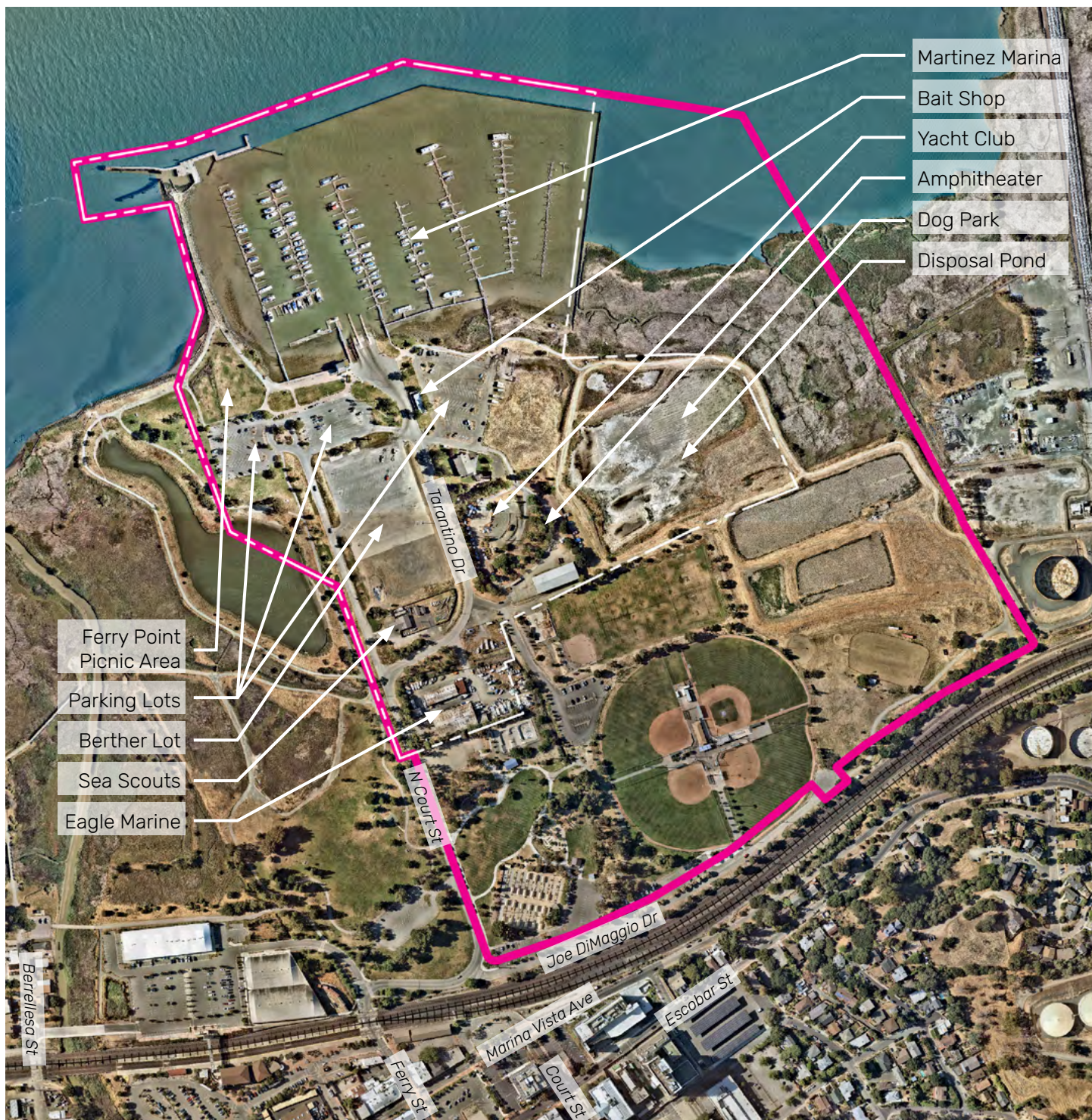
## Martinez Marina and Bait Shop

### Management Agreement Dated June 20, 2005 – Almar Management, Inc.



The Martinez Marina and bait shop, located at 7 N. Court Street is owned by the City and operated by Almar Management, Inc. The Marina and bait shop are located on Trust Lands. The Marina features a harbormaster's building (including office space, public restrooms, and a laundry room), 332 boat slips, a four-lane public launch ramp, a public Fishing Pier, guest dock, wastewater pump-out facilities, and a bait shop. A fuel dock and travel-lift haul-out pier were part of the Marina in the past but are not currently in operation. As of June 2023, 110 slips were occupied, including berths for 10 oil spill response boats. There are approximately 3,300 boat launches using the public ramp each year. Fiscal year 2021-2022 revenues were \$558,818, and net income (distributions) received by the City was \$35,465.

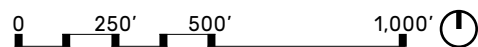
The Martinez Marina and bait shop use is consistent with the Public Trust Doctrine because it supports water-dependent and water-related commerce and recreation, including boating and fishing. The Marina and bait shop provide a statewide public benefit as they serve boat owners from outside Martinez.

Figure 3: Existing Uses



## Legend

-  Waterfront Marina
-  Martinez Trust Lands Boundary



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## Community Organizations

### Lease Dated December 21, 2022 – Martinez Yacht Club

Martinez Yacht Club is located at 111 Tarantino Drive. Martinez Yacht Club is a nonprofit organization providing recreational and social activities for its 300 members, supporting community programs and events, and hosting visiting yacht club members.

The Yacht Club's leased premises comprise approximately half an acre of Trust Lands and contains a clubhouse with dining facilities and lawn area. The current lease, initiated in 2015 with a \$8,700 annual lease payment and a three percent annual rent escalation rate, expires on December 31, 2023.

The Martinez Yacht Club use is consistent with the Public Trust Doctrine because it supports water-dependent and water-related recreation, including boating, fishing, and the enjoyment of the Waterfront Marina. The Yacht Club provides a statewide public benefit because membership is open to people from outside Martinez and because the Club regularly hosts members from other yacht clubs.

### Lease Dated October 1, 2018 – Martinez Yacht Club

The Sea Scouts site is located at 225 N. Court Street. Sea Scout Ship Albatross (72) is a unit of the Boy Scouts of America and, effective October 1, 2018, has been sponsored by the Martinez Yacht Club, which assumed the original lease dated May 31, 1988, between the City and Security Owners Corporation. The co-ed youth program provides instruction and practice in boating skills, water safety, and maritime history, and offers opportunities for community service and outdoor and social activities. The Sea Scout Ship Albatross owns approximately 15 boats which are either stored on the premises or berthed at other marinas. The site is also used by the Golden State Outrigger Canoe Club, which stores approximately five canoes on the site.

The Sea Scout's leased premises comprise an approximately half acre of Trust Lands and contain a clubhouse with both covered and uncovered storage areas for boats and gear. The building is approximately 1,300 square feet and was built in 1968. The Sea Scouts have improved the building and landscaping over the years and are responsible for maintaining the building and grounds and paying for all utilities.

In 1988, the Council determined that "the Sea Scout movement is a commendable and worthy cause to be encouraged" and set the annual rent at \$1. The rent has remained at \$1 to continue to encourage and support non-profit community organizations dedicated to boating and water-oriented activities. The Sea Scouts is open to Martinez residents and people who live outside Martinez.

## Open Space and Other Facilities

### Amphitheater

The Martinez Waterfront Amphitheater is located at 115 Tarantino Drive. Built in 2001, the facility includes a concrete stage and dirt bleachers which can seat approximately 1,200 plastic chairs. The amphitheater previously hosted occasional community events and performances but use of the amphitheater declined in recent years, and the facility is now out of service. The facility occupies approximately one acre of Trust Lands.

### Dog Park

The Martinez Temporary Dog Park is located at 115 Tarantino Drive, adjacent to the Amphitheater. The City Council approved the use of the site as a temporary dog park in 2017 (Resolution 039-17) for a period up to three years after the first date of public use, July 14, 2020, and subsequently extended the use twice, first in 2020 for an additional three years to July 14, 2023, and more recently in June 2023 for an additional three years to July 14, 2026. The dog park features separate areas for large and small dogs, water fountains, and picnic benches. The Dog Park provides an area for dogs to be off leash, in contrast to the surrounding East Bay Regional Park District lands which either prohibit dogs to protect sensitive habitat or require dogs to be kept on leash. The Dog Park also provides an area for dog owners to exercise their dogs while docking at the Marina. The Dog Park occupies approximately one acre of Trust Lands.

## Ferry Point Picnic Area and Trails

Located on the western side of the Trust Lands, Ferry Point provides a picnic area with access to the marshes, pond, and walking trails of the Radke Martinez Regional Shoreline owned and managed by the East Bay Regional Park District. Ferry Point also provides shoreline access to the Fishing Pier and the shoreline to the west of the pier.

The picnic area and trails are consistent with the Public Trust Doctrine because they enhance the public's enjoyment of the Waterfront Marina. The picnic area and trails provide a statewide benefit because they are used by people who live inside and outside of Martinez.

## Other Uses

### Disposal Pond

Approximately eight acres of Trust Lands located in the eastern portion of the area have been used as a disposal pond for sediment dredged from the marina basin. Sediment was historically removed from the marina basin by hydraulic dredging and transported through a pipeline to the disposal pond located on the Trust Lands and another disposal pond located to the south of the Trust Lands. Materials are dredged every four to five years. Approximately 22,000 cubic yards were dredged in 2012, 38,000 cubic yards in 2017 and 37,250 cubic yards in 2022. Due to recent regulation changes related to dredging, mechanical dredging and in-bay disposal was utilized during the 2022 dredge. The disposal ponds were last used for the 2017 dredge.

The disposal pond use is consistent with the Public Trust Doctrine because it supports water-dependent and water-related commerce and recreation, including boating and fishing. The use provides a statewide public benefit because it enables public access to the Carquinez Strait.

## Public Parking Lots

Three public parking lots located on the Trust Lands provide parking for approximately 250 vehicles to access the uses described above. In addition, a parking area known as the "berther lot" contains parking spaces for 95 vehicles with trailers.

The public parking lot use is consistent with the Public Trust Doctrine because it supports water-dependent and water-related commerce and recreation, including boating, fishing, and enjoyment of the Waterfront Marina. The use provides a statewide public benefit because it provides public access to the waterfront and Carquinez Strait.

## Existing Conditions

The Waterfront Marina has evolved continuously, this section introduces the conditions as they exist at the time the plan was written.

### Circulation and Mobility

#### Site Access

While being proximate to Downtown Martinez, public access to the site is currently limited to at-grade crossings at Ferry Street and Berrellesa Street due to the rail lines that run along the site's southern edge. Ferry Street is considered the primary access point to the site due to the Berrellesa Street access sitting farther west and requiring passing through the Municipal overflow parking lot.

North Court Street branches from Ferry Street and provides the primary access to the parking lots and Waterfront Marina. Branching from North Court Street are Joe DiMaggio Drive, which provides southern access to Waterfront Park, and Tarantino Drive, which provides access to the launch ramps and northern access to Waterfront Park.

The periodic occurrence of freight trains blocking one or both at-grade crossings, the limits access to the site and has necessitated an agreement between the City and the Martinez Refining Company should emergency access to and from the Waterfront Marina arise.

#### Public Transit

Located to the southwest of the site is the Martinez Amtrak station. Regionally, this station services the Capitol Corridor and San Joaquin train routes. The Capitol Corridor route connects Martinez north to Sacramento and Auburn-Conheim, and south through the East Bay to San Jose-Diridon. Along this route are opportunities to connect to Bay Area Rapid Transit (BART) as well as Oakland International Airport (OAK) and San Jose International Airport (SJC). The San Joaquin route connects Oakland to Sacramento and down to Bakersfield. Nationally, the Martinez Station services the California Zephyr, which connects the Bay Area to Chicago, and the Coast Starlight, which connects Seattle to Los Angeles.

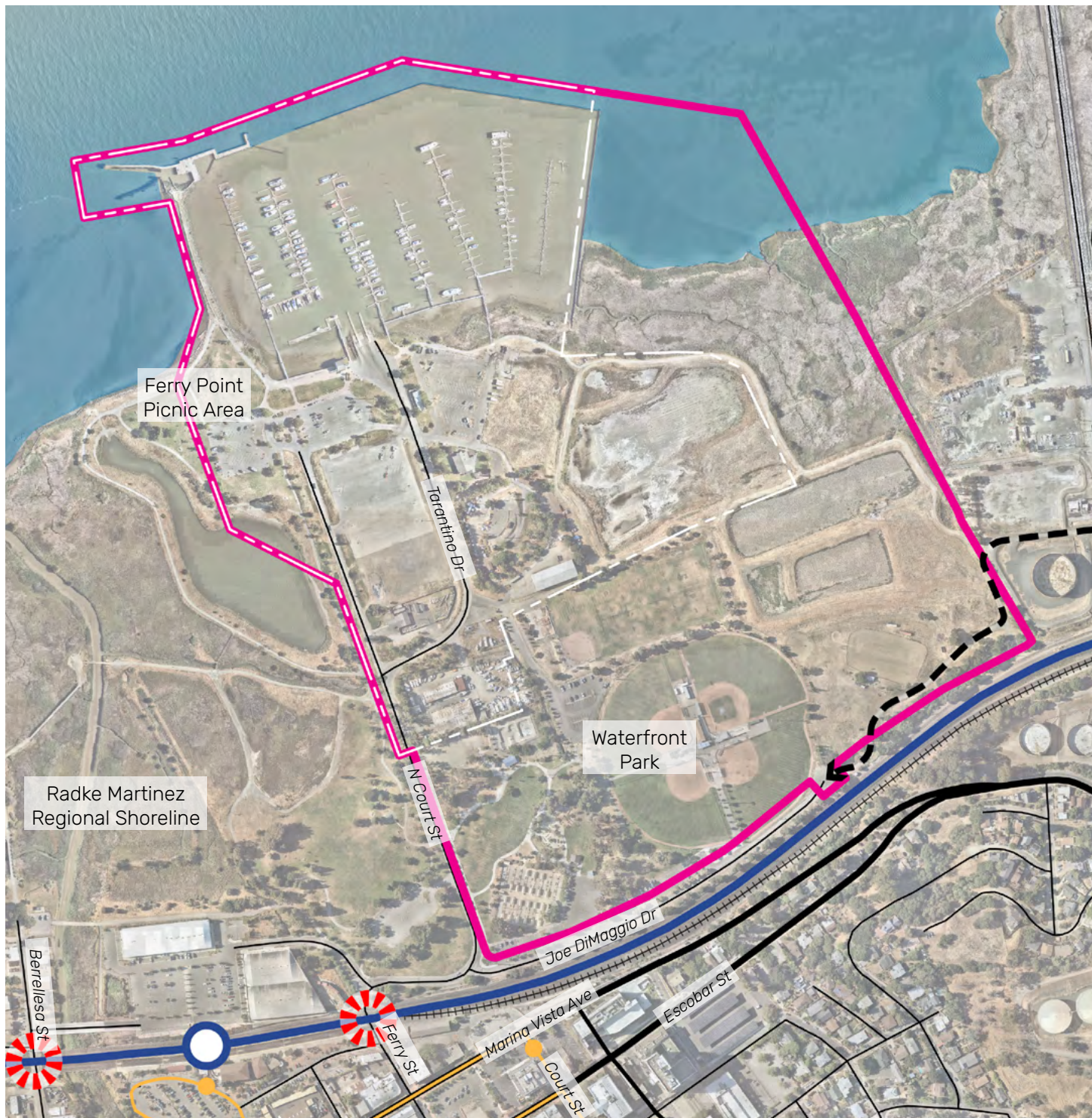
Locally, County Connection provides primary bus service with stops in Downtown Martinez and the Amtrak station. Routes include 16, 18, 19, 28 ,98x, 99X, 316. Additionally, WestCAT line 30Z connects to the Hercules transit center and Tri Delta transit line 200 connects to the Pittsburg/Bay Point BART station.

Although not currently serviced by ferry, Martinez has historically been home to such service. Most notably, the Martinez-Benicia Ferry operated from 1847 to 1962, before the completion of the Martinez-Benicia Bridge. A Contra Costa Transportation Authority ("CCTA") study is being conducted to determine future ferry feasibility for Martinez to and from other Bay Area destinations.












#### Transportation

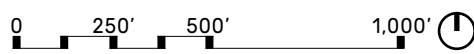
The rail line that traverses the southern edge of the site is owned and operated by the Union Pacific railway as part of their Martinez subdivision, which runs from Roseville to Oakland. It is informally referred to as the Cal-P, after the original California Pacific Railroad. In addition to numerous daily freight trains, the line hosts Amtrak's routes through Martinez.

Figure 4: Circulation and Mobility



## Legend

- |  |  |  |
|--|--|--|
|  Waterfront Marina             | <b>Road Classification</b>   |  Bus Route        |
|  Martinez Trust Lands Boundary |  Principal Arterial         |  Bus Stop         |
|  Amtrak - Capitol Corridor     |  Minor Arterial             |  Emergency Access |
|  Amtrak - Martinez Station    |  Local                      |  |
|  |  Railroad Crossing At Grade |  |



## Open Space

The Waterfront Marina provides many recreational opportunities, both active and passive.

## Parks

Within the Martinez Park system, the site hosts Waterfront Park and Ferry Point Picnic Area, both permanent parks and the temporary Martinez Dog Park. Amenities at these parks include: baseball/softball fields, multi-purpose fields, bocce courts, horseshoe pits, reservable and non-reservable picnic areas, playgrounds, skate park, restrooms, concession stands, trails, and turf areas. Waterfront Park is also host to regionally drawing events including King of the County BBQ and the Bay Area Craft Beer Festival.

The East Bay Regional Park District (EBRPD) also operates and manages the Radke Martinez Regional Shoreline which primarily lies to the west of the site. Park-goers typically access the regional shoreline from a parking lot by the Ferry Street crossing or from the parking lot adjacent to the Ferry Point Picnic Area.

## Trails

Currently, a primary driver of visitation to the Waterfront Marina are the trails in the Radke Martinez Regional Shoreline, with visitors utilizing the on-site parking. Trails within the site are often disjointed, with small networks existing around the Fishing Pier/Harbormaster's Office and at Waterfront Park, but connections between the two being limited and circuitous.

The Waterfront Marina has the potential to connect regionally. The San Francisco Bay Area Trail is proposed to pass through Downtown Martinez and cross into the Radke Martinez Regional Shoreline at both Ferry Street and Berrellesa Street, with some portions already being completed. Additionally, the SF Bay Area Water Trail passes through the Carquinez Strait. Adding a small craft launch would help formalize a trailhead in Martinez to this network.



*Walking trail at Ferry Point Picnic Area*



*Baseball fields at Waterfront Park*

## Natural Resources

The plan area encompasses a variety of habitat types occurring along and near the shoreline of the Carquinez Strait, including within marine waters. While some areas are already developed, natural resources exist within the study area.

In addition to the City's California Environmental Quality Act ("CEQA") and National Environmental Policy Act ("NEPA") responsibility, various resource agencies regulate impacts to species and habitats within the study area. Permitting and consultation with these agencies would be required to implement the Plan, depending on the nature of the activity. These agencies include:

**Figure 5:** Open Space and Trails

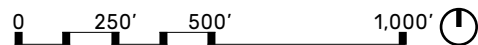


## Legend

- — — Waterfront Marina
- - - Martinez Trust Lands Boundary
- City of Martinez Park
- City of Martinez Temporary Park
- EBRPD Park

## SF Bay Area Trail

- Paved
- On-Street
- - - Planned
- Water Trail
- - - Site Trails



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- U.S. Army Corps of Engineers (USACE) – USACE issues permits for all work in navigable waters (Rivers and Harbors Act Section 10) and discharges of fill in wetlands and waters of the U.S. (Clean Water Act Section 404). For projects wherein USACE is the lead federal agency, USACE would also lead consultations with the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) under Section 7 of the Endangered Species Act (ESA); with USFWS under the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act); and with the California State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (NHPA).
- San Francisco Bay Conservation and Development Commission (BCDC) – BCDC issues permits for all work and fill within the Bay and within a 100-foot shoreline band from the edge of the Bay (McAteer-Petris Act).
- San Francisco Bay Regional Water Quality Control Board (RWQCB) – The RWQCB issues permits for discharges of fill and impacts to water quality (Clean Water Act Section 401; Porter Cologne Water Quality Control Act).
- California Department of Fish and Wildlife (CDFW) – CDFW issues permits for all work in lakes, rivers, or streams as well as work that result in adverse impacts to State endangered and threatened species (Section 1600 of the Fish and Game Code; California Endangered Species Act)
- USFWS – Through a consultation between USFWS and USACE, USFWS issues Section 7 ESA consultation documentation for projects with potential effects on federally listed terrestrial and fish species (Endangered Species Act; Migratory Bird Act).
- NMFS – Through a consultation between NMFS and USACE, NMFS issues Section 7 ESA consultation documentation for projects with potential effects on federally listed fish species. NMFS would also issue approval for projects with potential effects on essential fish habitat (EFH) (Endangered Species Act; Magnuson-Stevens Act).

The following text describes the general species and habitats expected to occur in the plan area, and which may be impacted by elements of the proposed plan.

## Fisheries and Aquatic Species

The plan area is located within a general area designated as EFH by three Fisheries Management Plans (FMPs): the Coastal Pelagic Species FMP, the Pacific Coast Groundfish FMP, and Pacific Coast Salmon FMP. Northern anchovy (*Engraulis mordax*), which is protected under the Coastal Pelagic Species FMP, and starry flounder (*Platichthys stellatus*), English sole (*Parophrys vetulus*), and brown rockfish (*Sebastes auriculatus*), which are protected under the Pacific Groundfish FMP, and Chinook salmon which is protected under the Pacific Coast Salmon FMP have the potential to occur at the proposed project site.

State and federally-listed endangered or threatened aquatic species with the potential to occur at the proposed project site include:

- Central Valley steelhead (*Oncorhynchus mykiss*; federally threatened)
- Central Valley spring-run Chinook salmon (*O. mykiss*; federally threatened)
- Delta smelt (*Hypomesus transpacificus*; federally threatened)
- Green sturgeon (*Acipenser medirostris*; federally threatened)
- Longfin smelt (*Spirinchus thaleichthys*; state threatened)
- Sacramento splittail (*Pogonichthys macrolepidotus*; state species of special concern)
- Sacramento River winter-run Chinook salmon (*O. mykiss*; federally endangered)

Critical habitat for Sacramento River winter-run Chinook salmon, Southern DPS green sturgeon, and delta smelt is also present at the proposed project site.

Aquatic species and their habitats could be temporarily adversely impacted by dredging, filling, or other in-water work activities in the Marina. Short-term impacts could include exposure to construction

noise and increased turbidity; temporary reduction of benthic habitat quality; limited potential for fish entrainment; or other degradation of water quality.

Various best management practices exist to avoid and minimize impacts, including but not limited to adhering to agency-approved in-water construction work windows, conducting water quality monitoring during in-water work, and implementing construction noise minimization measures. For any proposed in-water work, the City would need to obtain permits or approvals from the USACE, USFWS, NMFS, RWQCB, BCDC, and possibly CDFW, depending on the nature of impacts.

## Terrestrial Habitat and Wildlife Species

Marsh habitat exists along the shoreline. It is known that several salt marsh plant species are present near the proposed project site, including pickleweed (*Salicornia virginica*). Marsh habitat areas may be temporarily impacted by the proposed project, which could adversely affect special status terrestrial species if present.

The salt marsh harvest mouse (*Reithrodontomys raviventris*), a federally endangered species and state fully protected species, is closely associated with pickleweed and salt marsh habitat and has the potential to be present at the proposed project site. Other special status mammal species associated with salt marsh habitat with the potential to occur in the proposed project and with recent, nearby sightings include the San Pablo vole (*Microtus californicus sanpabloensis*) and the Suisun shrew (*Sorex ornatus sinuosus*), both state species of special concern.

In addition, there are several special status bird species associated with salt marsh habitat that have the potential to be present at the proposed project site, including:

- Northern harrier (*Circus cyaneus*; state species of special concern)
- California black rail (*Laterallus jamaicensis coturniculus*; state threatened, state fully protected)
- Suisun song sparrow (*Melospiza melodia maxillaries*; state species of special concern)
- San Pablo song sparrow (*Melospiza melodia samuelis*; state species of special concern)

- Ridgway's rail (*Rallus longirostris obsoletus*; federally endangered, state endangered)

According to the California Native Plant Society (CNPS), potentially present special status plant species at the proposed project site could include:

- Soft bird's-beak (*Chloropyron molle* ssp. *molle*, federal endangered, state rare, CNPS list 1B.2)
- Bolander's water-hemlock (*Cicuta maculata* var. *bolanderi*, CNPS list 2.1)

Terrestrial species could be temporarily adversely impacted by proposed project construction elements. Short-term impacts could include impacts to species or habitats from earthwork activities in upland or shoreline areas; exposure to construction noise; or other degradation of water quality.

Various best management practices exist to avoid and minimize impacts, including but not limited to adhering to agency-approved construction work windows, conducting nesting bird surveys prior to construction (if during the nesting season), and implementing construction noise minimization measures. The proposed project's in-water and upland (where relevant) elements would be covered in permits or approvals from the USACE, USFWS, NMFS, RWQCB, BCDC, and possibly CDFW, depending on the nature of impacts.

## Opportunities for Habitat Enhancement and Mitigation

The open space areas around the Marina, and along the shoreline provide opportunities for habitat enhancement that could function as mitigation to offset any proposed project impacts, and/or increase the extent or quality of natural resources in the area. For example, the prior dredged material disposal ponds are known to support pickleweed habitat and other marsh species. The proposed plan includes the possibility of restoring the ponds and creating a new hydrologic connection to the Bay, including new naturally inundated marsh areas connecting the Marina to the area of the ponds. This restoration would be expected to provide significant habitat values which would likely more than offset proposed project-related fill impacts.

Other opportunities to improve habitat along the shoreline exist include invasive species removal, debris removal, and/or planting of native plant species.

## Topography

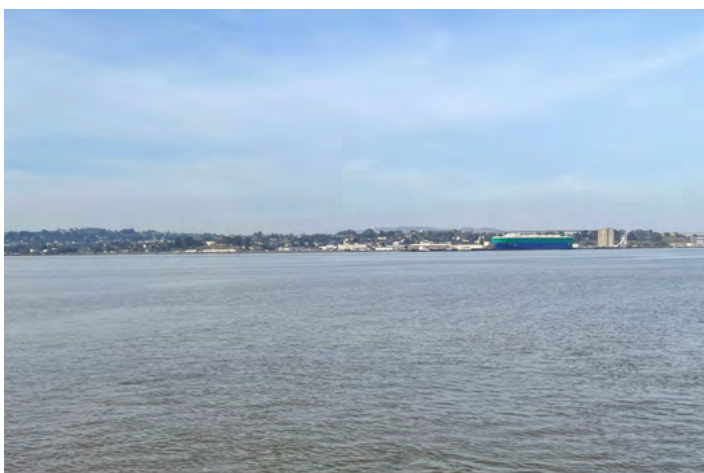
The site is relatively flat, with only subtle variations in elevation at the present time. There is approximately 10-feet of grade change from the water's edge to the southern edge of the site, although this is often imperceptible for pedestrians.

## Views and Visibility

Despite the lack of topography, there are still captivating views from Ferry Point Picnic Area and the Fishing Pier looking west to the Crockett Hills and north to Benicia across the Carquinez Strait. Additionally, there are momentary views into the site from Marina Vista Drive.

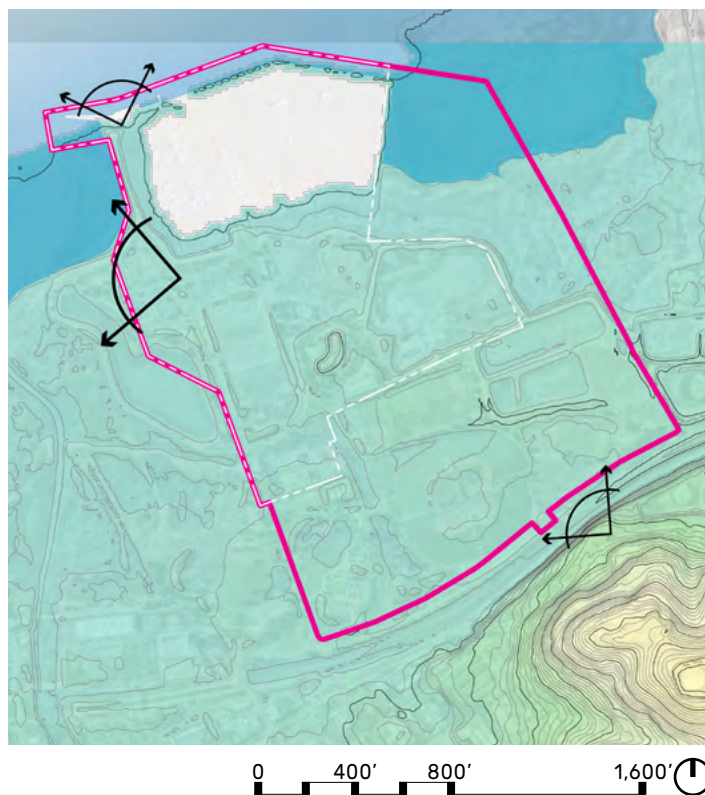


View from Ferry Point Picnic Area looking west


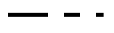
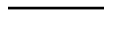



View from Fishing Pier looking north to Benicia

Figure 6: Topography



## Legend

-  Waterfront Marina
-  Martinez Trust Lands Boundary
-  Index Contour (5')
-  Interim Contour (1')

## Planning Considerations

### General Plan

As part of the recent General Plan 2035 update, the Trust Lands were designated as 'Marina and Waterfront' and include the Marina and launch ramp, dry storage areas south of the Marina, and other uses historically established for supporting commercial and social organization facilities. Additionally, the areas in this land use designation may also contain marina support services such as restaurants, and commercial boating and fishing activities. The General Plan limits the Floor Area Ratio to a maximum of 1.0.

The areas outside of the Trust Lands are designated as 'Park and Recreation' and support a wide array of active and passive recreational opportunities.

## Zoning

The entire site area is currently zoned as a Mixed Use - Open Space and Recreational Facility district. This mixed-use district allows for all the uses of both zoning districts, but meeting the development standards of the more restrictive of the combined districts.

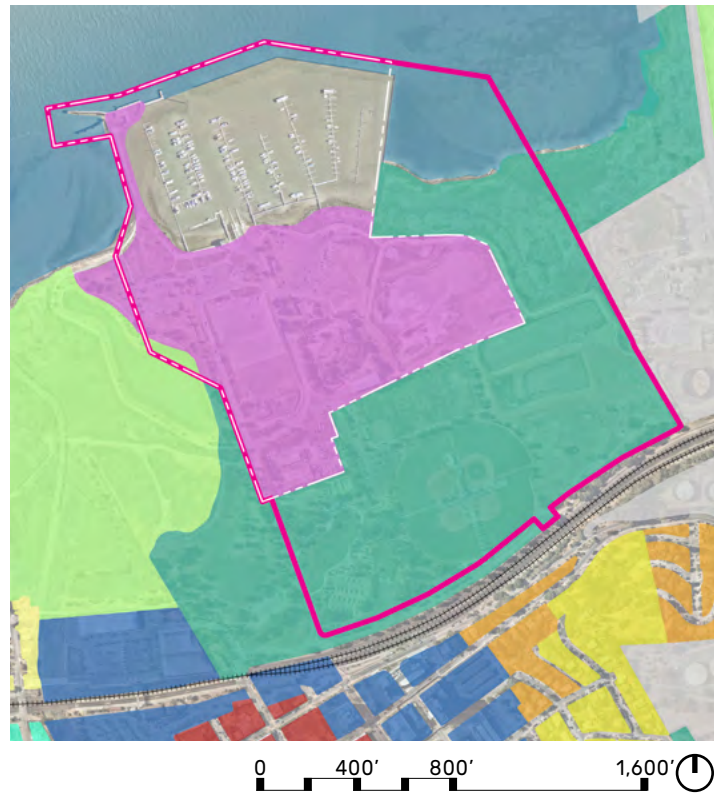
Relevant permitted uses in this district include:

- Parks, playgrounds, playfields, picnic areas, golf courses;
- Small craft harbor, fishing pier and related facilities;
- Parking facilities for permitted and conditional uses;
- Minor buildings incidental to the primary use, including offices and storage for the administration, operation and maintenance of a recreational facility and restrooms;

Relevant conditionally permitted uses in this district include commercial uses which are compatible to and supportive of the primary recreational use(s) of the site, for example:

- Concessionaire structures in parks;
- Restaurants, coffee shops, marine fueling station, bait and tackle, locker rooms, boat sales, boat brokerage, boat chandlery, boat ways, boat building and repair, boat storage, motor repair, motel, seafood cookeries, on-sale liquor (when operated with a bona fide eating establishment) at a small craft harbor; and
- Other uses compatible to and supportive of the primary recreation use(s) and function of the site as may be added to this list by the City Planning Commission.

Figure 7: General Plan Designations



## Legend

- Waterfront Marina
- - - Martinez Trust Lands Boundary
- Marina and Waterfront
- Park and Recreation
- Open Space
- Downtown Government
- Central Resident Low-C
- Central Resident Low-A
- Downtown Core
- Downtown Shoreline
- Parks and Recreation
- Industrial and Manufacturing

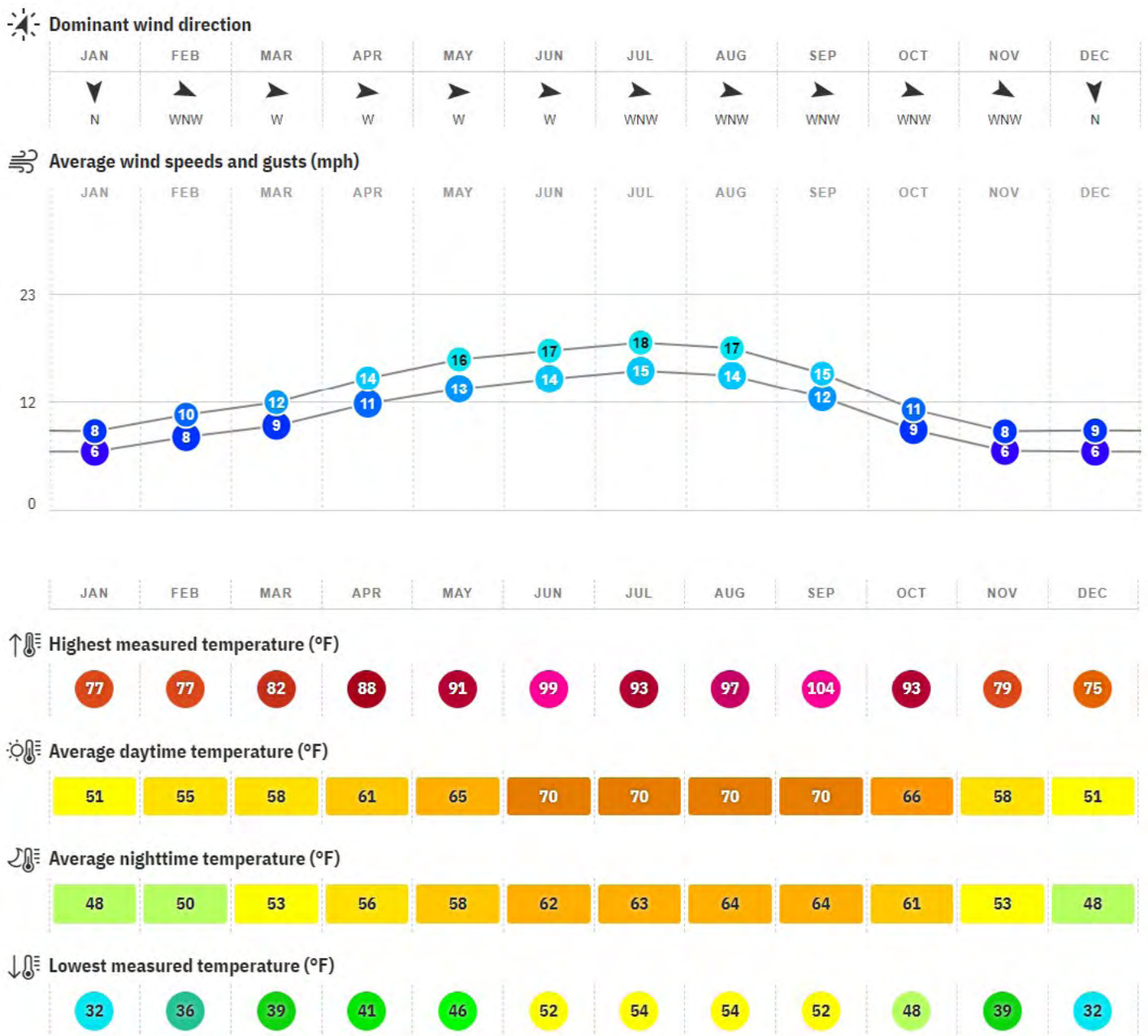
## Climate Analysis

Martinez has a mild Mediterranean climate with warm and dry summers and occasional morning fog, along with mild and wet winters. The coastal influence is less pronounced in Martinez than other portions of the East Bay, resulting in comparatively warmer daytime temperatures and cooler nights. Over the course of the year, the temperature typically varies from 40°F to 85°F and is rarely below 32°F or above 95°F.

On average, the area receives about 20 inches of rain per year, primarily from November to April. Humidity levels, tend to stay around a comfortable 40-60 percent.

Due to its location on the Carquinez Strait, the site experiences a significant amount of wind out of the west/north-west. These winds occur predominantly in the summer months between April and September.

Figure 8: Climate Analysis



Source: Windfinder Amorco-Martinez Pier

## Hazards and Hazard Mitigation

The natural setting of the City's Trust Lands offers both opportunities and constraints related to land use development. Its location on the Martinez waterfront offers recreational opportunities and scenic vistas, but also requires consideration and respect for the natural resources, habitats, and environment. The most significant hazards along the Martinez waterfront are flooding, seismic activity, and sea level rise. This section introduces the extent of these potential natural hazards along the Martinez waterfront, and policies that the City follows to address them.

### Seismic Activity

According to the United States Geological Survey's 2014 Working Group on California Earthquake Probabilities there is a 72 percent probability (or likelihood) of at least one earthquake of a magnitude 6.7 or greater earthquake striking somewhere in the Bay Area in the next 30 years. Although, there are no known active faults located within the city limits of Martinez, there are numerous active faults located in the regional vicinity of Martinez. The Hayward Fault, located approximately 12 miles west of Martinez, is one of the most likely (33 percent probability) sources of the next major earthquake in the San Francisco Bay Area. Other significant faults in the Martinez area include the Franklin, Concord-Green Valley, and Southampton Faults. Figure 9: Seismic Activity identifies the faults closest to the Trust Lands. Surrounded by faults, the Waterfront Marina is susceptible to significant seismic activity and effects from liquefaction, ground shaking, and erosion. The entire Trust Lands have a "violent" ground shaking intensity potential and "high" liquefaction potential, as shown in Figure 10: Earthquake Shaking Potential and Figure 11: Liquefaction Susceptibility.

The City adheres to the following General Plan policies and Hazard Mitigation Plan actions to reduce risks from seismic activity, including ground rupture, ground shaking, and liquefaction.

### Policies

Policy 1 - Assure existing and proposed structures are designed to contemporary standards for seismic safety. (General Plan 2035 Policy PS-P-1.1)

Policy 2 - In areas with identified geotechnical hazards, development shall conform to the mitigation measures identified in a site-specific geotechnical report and/or the project and/or site shall be modified to respond to the site's hazards and conditions. (General Plan 2035 Policy PS-P-1.2)

Policy 3 - Continue to use structural design criteria, codes, and other programs and policies to protect the public from seismic effects, such as liquefaction, seismic response of unconsolidated geologic formations, collapse-hazard buildings, and other seismic-induced failures of existing structures. (General Plan 2035 Policy PS-P-2.1)

Policy 4 - Consider prohibiting construction of buildings, roads, and utilities in landslide-prone hillsides. (General Plan 2035 Policy PS-P-3.1)

Policy 5 - Study on a site-specific basis, the density, suitability, and selection of appropriate construction techniques in those areas where moderate soil limitations are present. (General Plan 2035 Policy PS-P-3.2)

Policy 6 - Support efforts by state and regional agencies to promote public awareness of potential geologic and seismic hazards. (General Plan 2035 Policy PS-P-3.4)

Policy 7 - New development and redevelopment projects with the potential for geological hazards, such as slope failures or soil subsidence, shall be subject to geotechnical evaluation prior to approval. (General Plan 2035 Policy PS-P-3.5)

Policy 8 - Maintain current information on seismic hazards and landslides. (General Plan 2035 Policy PS-P-3.8)

Policy 9 - Where appropriate, support retrofitting or relocation of structures in high hazard areas, prioritizing structures that have experience repetitive losses. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-1)

Policy 10 - Integrate the hazard mitigation plan into other plans, ordinances and programs that dictate land use decisions in the community, including General Plan, Zoning Code, Climate Action Plan and Marin Master Plan. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-2)

Figure 9: Seismic Activity



## Legend

- Waterfront Marina
- - Martinez Trust Lands Boundary
- Historic (<150 years), well constrained
- - - - Historic (<150 years), moderately constrained
- Historic (<150 years), inferred
- Historic (<150 years), well constrained
- - - - Historic (<150 years), moderately constrained
- Historic (<150 years), inferred
- Historic (<150 years), well constrained
- - - - Historic (<150 years), moderately constrained
- Historic (<150 years), inferred

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Policy 11 – Actively participate in the plan maintenance protocols outline in Volume 1 of the Hazard Mitigation Plan. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-3)

Policy 12 – Raise public awareness about regional hazards. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-5)

Policy 13 – Promote the use of NOAA “All Hazards” radios for early warning and post-event information. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-6)

Policy 14 – Maintain political support for hazard mitigation and response programs. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-7)

Policy 15 – Establish and continue partnerships between public and private sectors including CERT. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-8)

Policy 16 – Maintain the viability of all critical facilities and operations. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-9)

Policy 17 – Adopt International Building Code once ratified by the State. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-21)

Policy 18 – Evaluate critical facilities and retrofit as needed. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-22)

Policy 19 – Train staff on HAZUS. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-23)

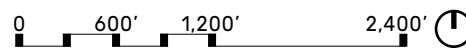
**Figure 10:** Earthquake Shaking Potential



## Legend

- Waterfront Marina
- Martinez Trust Lands Boundary
- Very Violent
- Violent
- Very Strong
- Strong
- Moderate

Source: USGS



## Flooding

Most flooding in Martinez is caused by heavy rainfall and subsequent runoff that cannot be adequately conveyed by the existing storm drainage system combined with surface water bodies. Alhambra Creek, which drains 15.1 miles of generally rugged topography and passes through urban Martinez before discharging into the Carquinez Strait west of the Waterfront Marina area, is the source of much flooding in Martinez. On the waterfront, flooding from storm events is exacerbated by extreme high tide conditions.

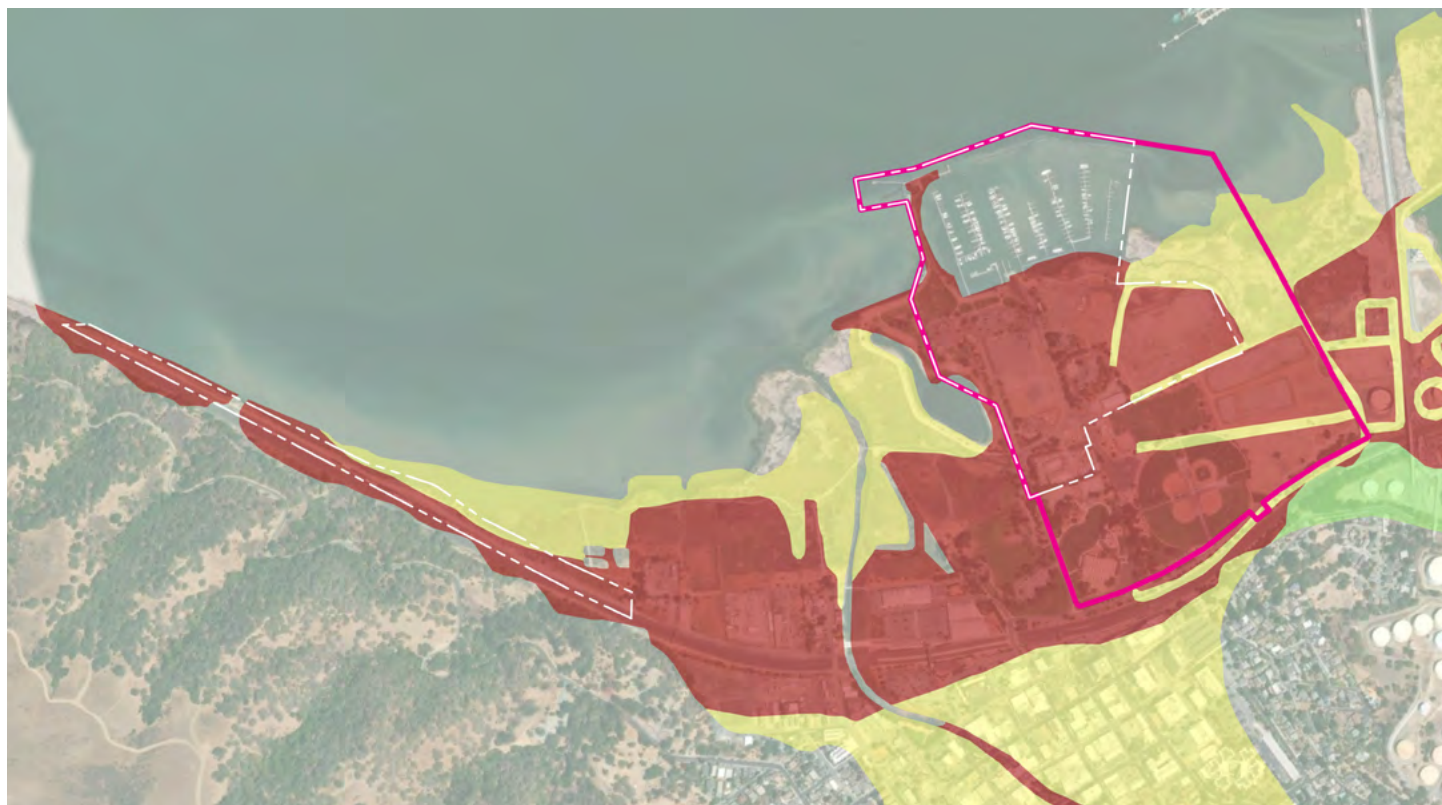
According to the Federal Emergency Management Agency (FEMA), the Trust Lands lie within the 100-year flood plain, as shown in Figure 12: FEMA Flood Zones.

The City is responsible for maintaining the flood control system within the Alhambra Creek Watershed which encompasses the City's waterfront. The City adheres to the following General Plan policies and Hazard Mitigation Plan actions to minimize impacts of flooding at the waterfront. Policies 10-17 from the preceding section on Seismic Activity are also applicable to reducing flood risks.






## Policies

Policy 20 - Prohibit new buildings in the 100-year flood zone as determined by the Federal Emergency Management Agency (FEMA) and as shown on the FEMA Flood Insurance Rate Maps (FIRM) unless sufficient mitigation can be provided, or the area is removed from the flood zone. (General Plan 2035 Policy PS-P-7.1)

**Figure 11:** Liquefaction Susceptibility

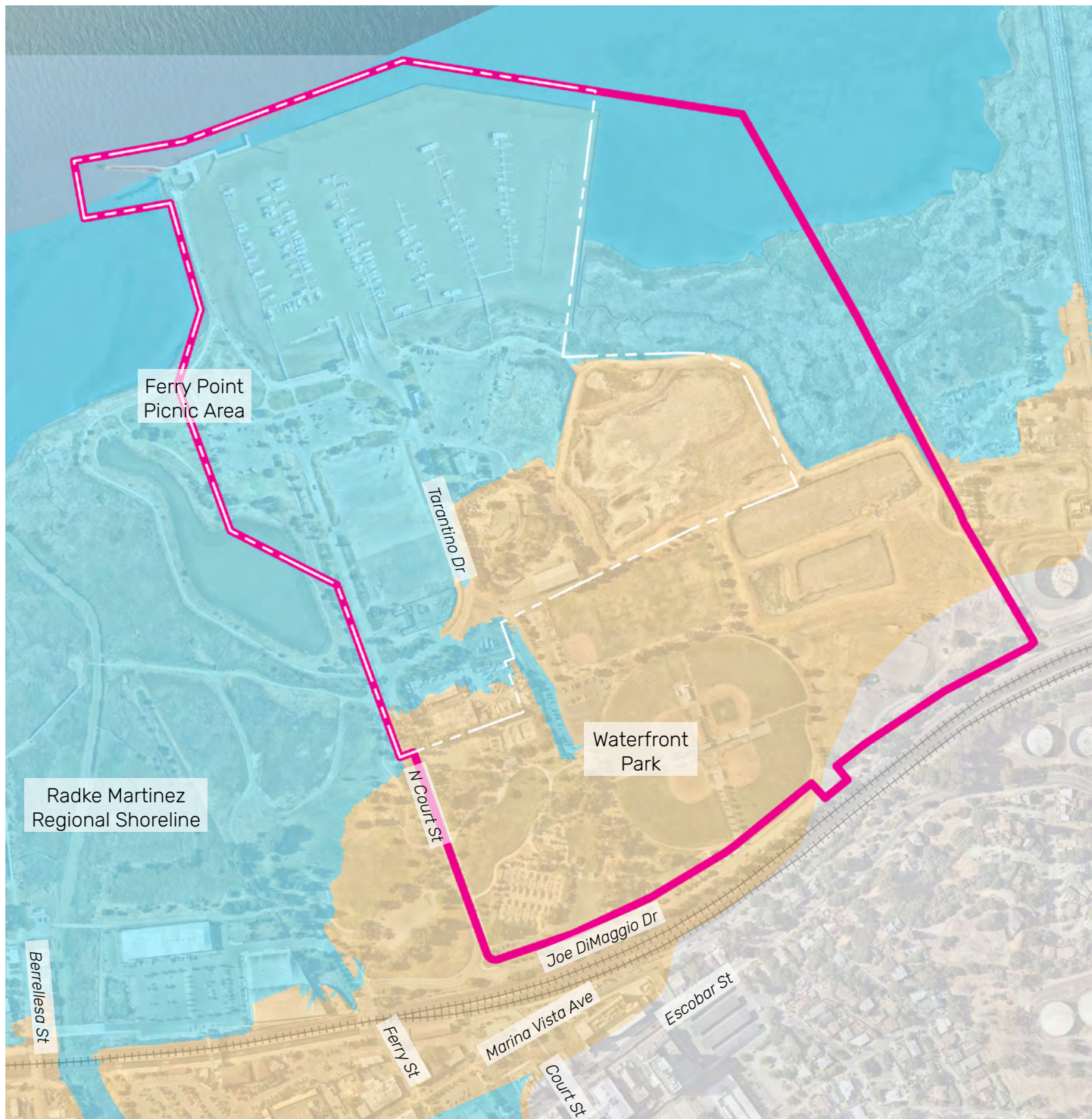


## Legend





-  Waterfront Marina
-  Martinez Trust Lands Boundary
-  High
-  Moderate
-  Moderately Low

Source: USGS

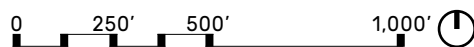
Figure 12: FEMA Flood Zones



## Legend

-  Waterfront Marina
-  Martinez Trust Lands Boundary
-  100-year Flood Zone
-  500-year Flood Zone

Source: FEMA



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Policy 21 - Design new developments to minimize hazards associated with flooding and limit the amount of runoff that contributes to flooding. (General Plan 2035 Policy PS-P-7.2)

Policy 22 - Work with FEMA to periodically update the City's FEMA flood maps. (General Plan 2035 Policy PS-P-7.4)

Policy 23 - Use local plans and groups to help identify flooding hazards and mitigation options. (General Plan 2035 Policy PS-P-7.5)

Policy 24 - Require construction of storm drainage facilities and Low Impact Development (LID) techniques for new development. (General Plan 2035 Policy PS-P-7.6)

Policy 25 - Continue to implement flood hazard mitigation measures for areas subject to flooding. (General Plan 2035 Policy PS-P-7.7)

Policy 26 - Allow the use of flood control and prevention measures for individual development applications where determined to be feasible and supported by qualified engineering documentation. (General Plan 2035 Policy PS-P-7.8)

Policy 27 - Coordinate with the East Bay Regional Parks District and the Contra Costa County Flood Control and Water Conservation District to define evacuation routes, and efficiently evacuate shoreline parks and facilities during potential tsunami and seiche events. (General Plan 2035 Policy PS-P-7.10)

Policy 28 - Unless otherwise mitigated, require new structures to be located outside of the tsunamic and seiche inundation zone to the greatest extent feasible. (General Plan 2035 Policy PS-P-7.11)

Policy 29 - Aggressively pursue sources of state and federal funding for flood control and storm drainage improvements. (General Plan 2035 Policy PS-P-9.1)

Policy 30 - Continue to maintain good standing and compliance under the National Flood Insurance Program (NFIP) through implementation of floodplain management programs that, at a minimum meet the NFIP requirements:

- Enforce the flood damage prevention ordinance.
- Participate in floodplain identification and mapping updates.
- Provide public assistance/information on floodplain requirements and impacts.

(Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-4)

Policy 31 - Participate in Community Rating System (CRS) and investigate possibility of increasing rating to reduce flood insurance rates. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-14)

Policy 32 - Mitigate potential increased run-off from new development. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-15)

Policy 33 - Install Alhambra Creek By-pass pipe. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-16)

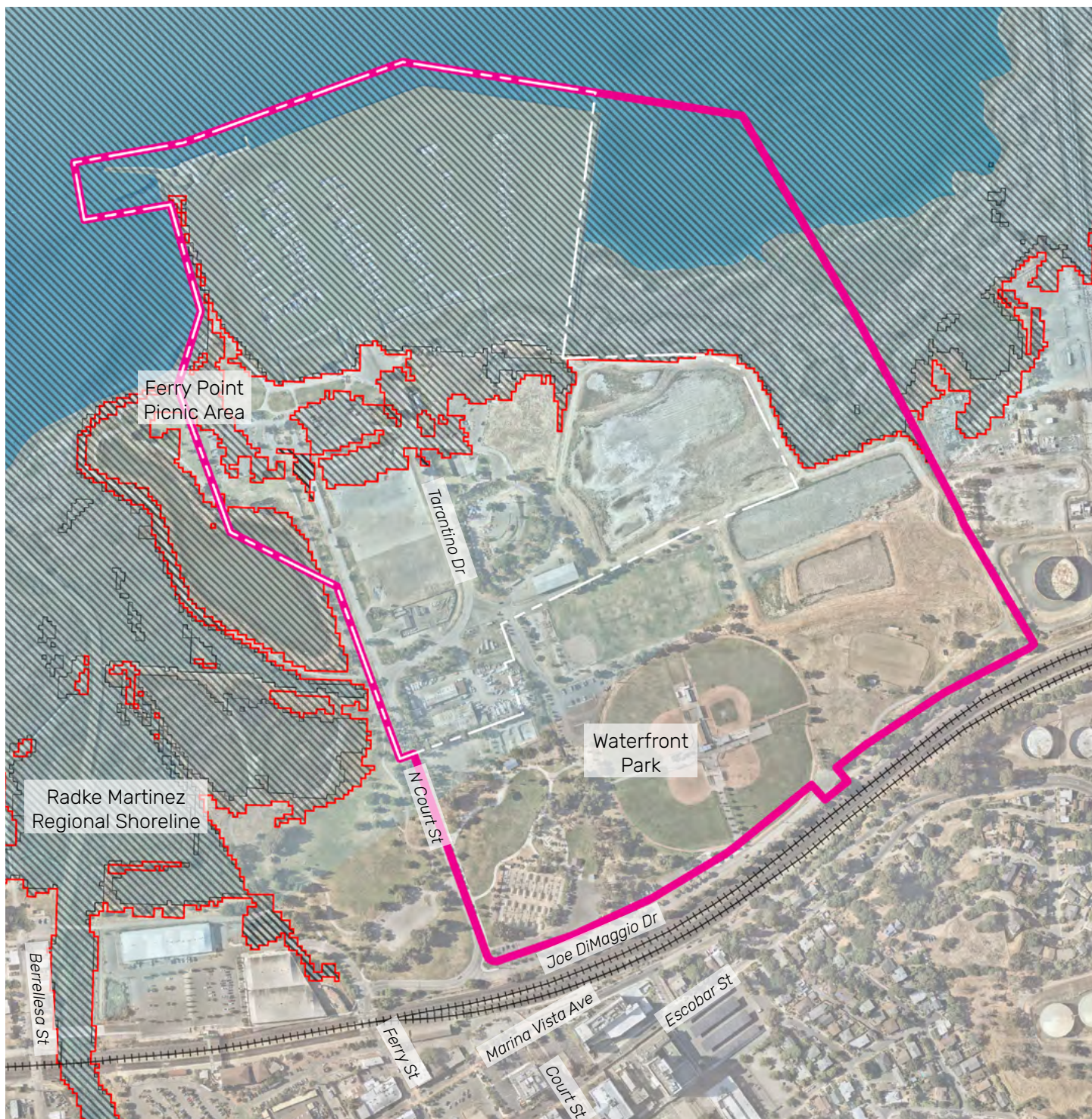
Policy 34 - Clear drainage facilities prior to rainy season. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-17)

Policy 35 - Formalize/advertise advance flood warning predictions. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-18)

Policy 36 - Promote creek clean-up. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-19)

Policy 37 - Participate in Clean Water Program (NPDES). (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-20)

**Figure 13:** Sea Level Rise



## Legend

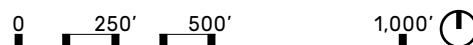
- Waterfront Marina
- Martinez Trust Lands Boundary

### Anticipated Sea Level Rise

- 1-Foot
- 2-Foot
- 3-Foot

*The State of California's Sea Level Rise Guidance currently anticipates a 1.5 foot (Low Emissions) to 1.9 foot (High Emissions) sea level rise for the San Francisco Area by 2070.*

Source: NOAA Office for Coastal Management



## Sea Level Rise

The San Francisco Bay is vulnerable to a range of natural hazards, including storms, extreme high tides, and rising sea levels resulting from global climate change. Flooding already poses a threat to communities along the Bay and there is compelling evidence that these risks will increase in the future. As temperatures rise globally, sea levels are rising mainly because ocean water expands as it warms, and water from melting of major stores of land ice and glaciers flow into the ocean. Global average sea level has accelerated from 1.7 millimeters per year throughout most of the twentieth century to 3.2 millimeters per year since 1993. Sea level at the San Francisco tide gauge has risen by about nine inches since 1900.

Rising seas put new areas at risk of flooding and increase the likelihood and intensity of floods in areas that are already at risk. The State's Sea Level Rise Guidance Document (2018) projects a "likely" (66 percent probability) increase in sea level at the San Francisco tide gauge of an additional 13 inches by 2050. By the end of the century, sea levels are likely to rise 2.4 feet under a low emissions scenario (RCP 2.6) and 3.4 feet under a high emissions scenario (RCP 8.5). Flooding will be more severe when combined with storm events.

Between 2014 and 2017, the City participated in a sea level rise vulnerability, assessment and adaptation planning project with other Contra Costa jurisdictions and agencies. The objectives of the program were to understand how current and future coastal and riverine flooding may impact transportation and utility networks, industrial facilities and employment sites, residential neighborhoods and community facilities, and shoreline park and recreation facilities. The final report, *Adapting to Rising Tides: Contra Costa County Assessment and Adaptation Project*, provides extensive analyses and maps and a comprehensive set of adaptation responses that will help the City to build resilience and adapt to rising sea level.

BCDC requires new development within its jurisdiction to be resilient to mid-century sea level rise and 100-year flood-elevations and, if projects will be in place longer than mid-century, to have a plan to address flood risks expected at the end of the century. BCDC has jurisdiction over waters of the Carquinez Strait, marshlands lying between mean high tide and five feet above mean sea level, and land that is within 100 feet of the shoreline's mean high tide water mark.

The City adheres to the following Hazard Mitigation Plan action to address impacts from sea level rise and BCDC policies in the San Francisco Bay Plan that apply to area's within BCDC jurisdiction in Martinez.

## Policies

Policy 38 – Prepare for and respond to the expected impacts of climate change. (General Plan 2035 Policy PS-P-10.1)

- Incorporate the projected impacts of climate change, including sea level rise and extreme heat and storm events, in the City's Local Hazard Mitigation Plan, the next update of the Housing Element and Emergency Operations Plan, and the Marina Waterfront Plan. (General Plan 2035 Measure PS-I-10.1a)
- Select, prioritize, and implement, as feasible, adaptation responses identified in the *Adapting to Rising Tides: Contra Costa County Assessment and Adaptation Project* to adapt to sea level rise and build resiliency. (General Plan 2035 Measure PS-I-10.1b)
- Incorporate the likelihood of climate change impacts into City emergency response planning and training. (General Plan 2035 Measure PS-I-10.1c)
- Coordinate with Contra Costa County Flood and Conservation District, Contra Costa County Fire Protection District, East Bay Regional Park District, and other relevant organizations to address climate change impacts and develop adaptation strategies. Address fire prevention and protection, flooding and severe storms, extreme heat events, public health, and the health and adaptability of natural systems, including water and biological resources. (General Plan 2035 Measure PS-I-10.1d)

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- Consider the potential for sea level rise when processing development applications that might be affected by rising sea levels, including current recommendations and best available sea level rise and inundation projections from sources such as the California Natural Resources Agency, the California Ocean Protection Council, Adapting to Rising Tides, and the Atmospheric Administration (NOAA). (General Plan 2035 Measure PS-I-10.1e)

Policy 39 – Consider climate change implications, including sea level rise, when approving new projects and planning for growth, facilities, and infrastructure improvements in areas potentially affected by climate change. (General Plan 2035 Policy PS-P-10.2)

Policy 40 – Develop Rising Tide strategies and incorporate into Marina Master Plan. (Contra Costa County Hazard Mitigation Plan, City of Martinez Annex, Action M-30)

Policy 41 – When planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared by a qualified engineer and should be based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection that will be funded and constructed when needed to provide protection for the proposed project or shoreline area. A range of sea level rise projections for mid-century and end of century based on the best scientific data available should be used in the risk assessment. Inundation maps used for the risk assessment should be prepared under the direction of a qualified engineer. The risk assessment should identify all types of potential flooding, degrees of uncertainty, consequences of defense failure, and risks to existing habitat from proposed flood protection devices. (BCDC San Francisco Bay Plan, Climate Change Policy 2)

Policy 42 – To protect public safety and ecosystem services, within areas that a risk assessment determines are vulnerable to future shoreline flooding that threatens public safety, all projects—other than repairs of existing facilities, small projects that do not increase risks to public safety, interim projects and infill projects within existing urbanized areas—should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed

to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century. (BCDC San Francisco Bay Plan, Climate Change Policy 3)

Policy 43 – To address the regional adverse impacts of climate change, undeveloped areas that are both vulnerable to future flooding and currently sustain significant habitats or species, or possess conditions that make the areas especially suitable for ecosystem enhancement, should be given special consideration for preservation and habitat enhancement and should be encouraged to be used for those purposes. (BCDC San Francisco Bay Plan, Climate Change Policy 4)

Policy 44 – Wherever feasible and appropriate, effective, innovative sea level rise adaptation approaches should be encouraged. (BCDC San Francisco Bay Plan, Climate Change Policy 5)

Policy 45 – New shoreline protection projects and the maintenance or reconstruction of existing projects and uses should be authorized if: (a) the project is necessary to provide flood or erosion protection for (i) existing development, use or infrastructure, or (ii) proposed development, use or infrastructure that is consistent with other Bay Plan policies; (b) the type of the protective structure is appropriate for the project site, the uses to be protected, and the erosion and flooding conditions at the site; (c) the project is properly engineered to provide erosion control and flood protection for the expected life of the project based on a 100-year flood event that takes future sea level rise into account; (d) the project is properly designed and constructed to prevent significant impediments to physical and visual public access; and (e) the protection is integrated with current or planned adjacent shoreline protection measures. Professionals knowledgeable of the Commission's concerns, such as civil engineers experienced in coastal processes, should participate in the design. (BCDC San Francisco Bay Plan, Shoreline Protection Policy 1)

## Marina Conditions

The Marina has been studied in terms of the adequacy of the existing marine structures. In addition, levels of sedimentation of the Marina are known to be extremely high. In general, the marina structures, as well as the level of sedimentation of the Marina, are in extremely poor condition and require urgent action to maintain access and use of the Marina. Currently, only a portion of the Marina is serviceable and navigable depths are restricted throughout the Marina due to sedimentation.

## Breakwater

The Marina is currently protected by a creosote-coated timber-pile breakwater on the north and eastern sides and an earthen-rubble peninsula on the west side. The existing breakwater has been in a state of disrepair and poorly functioning for decades. A breakwater and docks inspection report, prepared by Anchor QEA in 2017, most recently evaluated the condition of the breakwater and estimated repair and replacement costs.

Anchor QEA conducted a visual inspection of the breakwater system in 2010, and then again in 2017 (Anchor QEA Breakwater and Dock Inspection 2017). The breakwater is comprised of various different segments/sections of various materials. In general, the entire breakwater is degraded due to a variety of issues including:

- Aluminum corrugated sheetpiles have holes due to corrosion or impact, have loose or broken interlocks, or are missing entirely.
- Timber walers show signs of severe marine borer attack or are missing.
- Steel hardware is corroded.
- Timber piles show signs of deterioration and marine borer attack, vegetation growth and hollowing is evident at the pile tops, and gaps are visible between the piles allowing wave energy and sediments to pass through.
- Low crest elevations and holes in the timber vertical wall construction of the east leg (Type D) allow wave overtopping and sediments to flow into the marina basin.



*Breakwater Section A-1 – Sheet piles missing or broken*



*Breakwater Section B – Missing sheet pile*



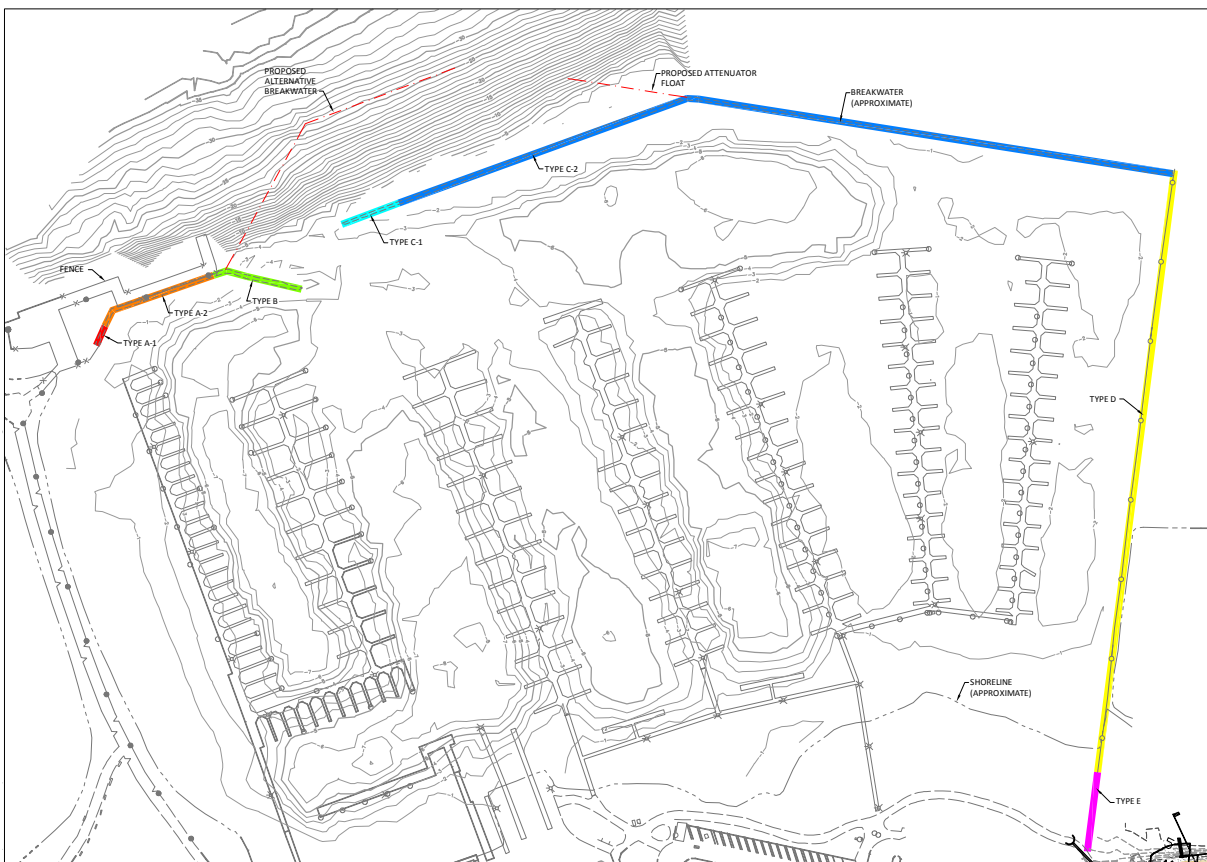
*Breakwater Section C-1 – Missing sheet piles along full length*



*Breakwater Section C-2 – Missing/failing sheet piles, waler missing in several locations*

*Source: Anchor QEA Breakwater and Dock Inspection 2017*

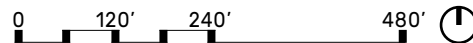
**Figure 14:** Existing Conditions and Breakwater Types



## Legend

- |  |                                    |  |                     |
|--|------------------------------------|--|---------------------|
|  | Existing Dock and Float Structures |  | Breakwater Type C-1 |
|  | Breakwater Type A-1                |  | Breakwater Type C-2 |
|  | Breakwater Type A-2                |  | Breakwater Type D   |
|  | Breakwater Type B                  |  | Breakwater Type E   |

Source: Anchor QEA Breakwater and Dock Inspection 2017



Breakwater Section D - Wall almost completely overtopped at +4-foot tide



Breakwater Section E - Section not inspected due to shallow water depth

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The existing orientation of the breakwater entrance as well as the dilapidated condition of the wall allows peak waves to enter the basin unattenuated. As a result, the dock system receives an excessive amount of battering from wind-generated waves. To reduce wave activity and sedimentation within the basin, Anchor QEA recommended the City consider realigning the entrance leg of the breakwater.

The eastern breakwater is in very poor condition, with holes in multiple locations and timbers with significant marine borer activity. The wall is lower than the other walls surrounding the Marina by at least two feet, and is frequently over-topped, which allows large volumes of sediment to enter the Marina. Anchor QEA recommended this wall to be replaced and raised two to three feet. The other walls are in poor condition and require extensive repair. The issues with the elevation and structural deficiencies of the eastern (type D) wall are the most significant issue facing the Marina, as the Marina is continuously inundated by wave action and sedimentation due to this issue. The eastern wall should be replaced with a higher structure urgently.

The replacement of the wall would be subject to resource agency permit requirements including BCDC, USACE, CDFW, and RWQCB.

## Docks and Piles

Anchor QEA inspected the marina docks and piles in 2017 (Anchor QEA Breakwater and Dock Inspection 2017). The inspection looked at the structural condition of the docks and piles, as well as utilities (water, sewage, electrical, telecom, fuel, and fire service), gangways, gates and platforms.

In general, the marine structures including utilities are in a poor state of repair, including degraded utilities, rotten and broken wood, corroded metal, damage to dock appurtenances, and damage to guide piles.

The report concluded that due to the damage observed, as well as the age of the structures, there is no cost-effective way to repair the overall Marina and meet current code requirements. As a result, the entire Marina is recommended for replacement.

Lastly, Dock F is dilapidated beyond repair and should be removed.



*Dock B Mainwalk Framing Structure - Dry rot observed*



*Dock D Finger Framing Structure - Broken deck boards and uneven walking surfaces*

*Source: Anchor QEA Breakwater and Dock Inspection 2017*

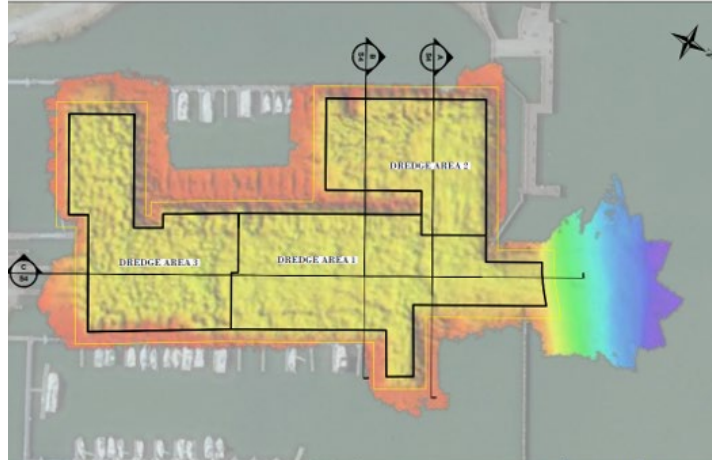
## Sedimentation

The Martinez Marina requires periodic maintenance dredging, similar to all marinas in the area. The condition of the seawall exacerbates the dredging needs at the Marina, as it allows additional sedimentation due to the inadequate eastern wall height, the holes, and the orientation of the entrance.

The Marina was most recently dredged in 2012, 2017 and again in 2022. Because of high dredging costs, the City has historically elected to partially dredge the Marina. In 2022, the City dredged approximately 37,250 cubic yards of material from a portion of the Marina. Unfortunately, this dredging only restored navigation to a portion of the Marina and dredging in this area also did not extend to the full design depth. The majority of the Marina remains heavily sedimented, which is also a function of the deficiencies in the wall which allow extremely high rates of sedimentation in the Marina (particularly the issues with the Type D Eastern Wall as described before). Approximately 110 of 332 slips are currently occupied, and many of these boats sit on mud at least part of each day.

Wholesale dredging of the Marina is required to restore full use of the basin. However, it is recommended this dredging only occur after the breakwater (at a minimum the Type D wall) is replaced/restored.

Figure 15: Hydrographic Survey of 2022 Marina Dredging



## Market Analysis

### Purpose

In advancing the vision for the Waterfront Marina, this market analysis evaluates and informs potential uses on Martinez’s Public Trust Lands. The market analysis included comparing socioeconomic and real estate market conditions in Martinez with the broader region, engaging economic development experts to understand opportunities and challenges for the site, and studying visitation patterns and trends at the site and in downtown Martinez. To better understand Martinez’s relative position to the larger area, the market analysis compares Martinez to surrounding areas within a 30-minute drive time – which is defined as the “region”. This market analysis represents current economic conditions in Martinez and does not reflect long-term, future economic trends.

### Socioeconomic Analysis

#### Residents and Households

In 2023, the Martinez population is approximately 37,000 residents with approximately 14,583 households. Both population and household growth have historically trailed behind compared to the larger region, a trend likely to continue in the future. Based on population forecasts, Martinez is expected to see relatively slower population growth compared to other cities in the region by 2040 (Figure 16: Population Growth Trend Comparisons).

**Figure 16:** Population Growth Trend Comparisons

The City of Martinez has historically trailed behind in population growth compared to the region.



Slower population growth also indicates an older population in Martinez, with 45 percent of the Martinez population over the age of 45, as compared to 39 percent in the larger region. Martinez’s population is also less diverse than the larger region, with 63 percent of the population being non-Hispanic white compared to 38 percent regionally.

Martinez household growth is also expected to grow at a slower rate than household growth in Contra Costa County, at 3 percent and 19 percent, respectively, by 2040. Though current households in Martinez earn a relatively higher median income than the larger area at \$109,994, the City faces an economic challenge as it competes for potential new households and families with the rest of the region, as many households follow new job opportunities. Relatedly, Black households in Martinez experience the lowest median income at \$66,852 compared to all other race and ethnic groups. Providing economic opportunities for all groups will be key to driving the economy, attracting new households and fostering inclusive economic development throughout the city and at the Waterfront Marina. Consideration should be given to increasing housing densities on select parcels in the downtown and near the Waterfront Marina to attract additional residents.

Martinez is expected to see relatively slower population growth compared to other cities in the region by 2040.

Source: American Community Survey (ACS) 2012–2020, Plan Bay Area 2040

## Jobs and Employment

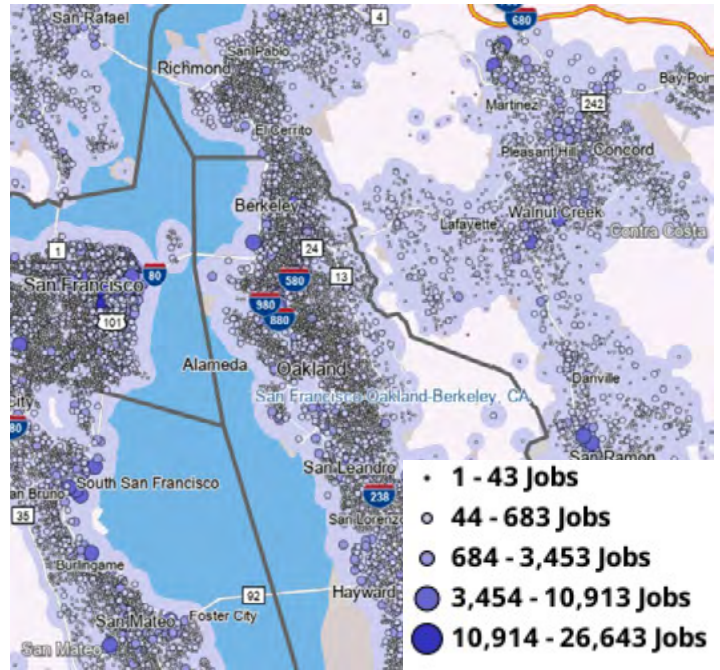
With approximately 21,000 jobs (pre-COVID-19), Martinez struggles to attract large employers due to a less diverse job market and competing job hubs in the surrounding county and region (Figure 17: Concentration of Jobs Throughout the Region).

Martinez experienced a 10 percent decrease in workers living and working in Martinez since 2009, now with 15,315 workers currently commuting from the city to other locations daily for work. With Martinez as the county seat, public administration and health care jobs dominate the job market, supported by jobs in refining and education. With few other job offerings for residents and potential new households in other careers. Martinez's job growth rate is expected to slow over the next decade if unable to attract new employers and households.

## Key Socioeconomic Considerations

- Limited future population and household growth will be a challenge to potential future economic growth and supporting the redeveloped Waterfront Marina which is why additional housing should be developed downtown.
- Martinez will continue to compete for talent as many residents look elsewhere in the region for jobs, due to the limited job diversity in the city today.

Figure 17: Concentration of Jobs Throughout the Region



Source: OntheMap LEHD

## Real Estate Market

Martinez’s real estate market has been static over the years with limited new construction. The overall market in Martinez is a mix of office, retail, and industrial uses, aligning with the surrounding area (Figure 18: Mix of Real Estate Uses in Martinez and Nearby).

## Office Market





With 94 percent of office space in Martinez built before 1990 and no new office development projects in the pipeline, the city’s office market is dominated by aging spaces that make it challenging to attract new office tenants seeking more modernized spaces. This is also reflected in current rents. Both city and downtown Martinez rents are lower than the broader region, with both city and downtown annual rents per square foot hovering around \$23 and the region at \$34.

Citywide, vacancy rates are much lower which is likely due to lower rents, older buildings, migration of back-office jobs out of the East Bay region to Sacramento and out of state, and the limited supply of office space in the city. Lower office rents could possibly drive new office tenants to the area, yet these spaces would likely need to be upgraded seismically and enhanced power to accommodate emerging and growing industries and employers in the region, such as biotech, advanced manufacturing, and information and technology.

## Retail Market

Very similar to the office market, the retail market in Martinez is also older and in need of investment to retain current tenants, attract new businesses, and bolster existing assets downtown. Most of the retail spaces are located in the downtown area and along the Alhambra Avenue corridor. Downtown retail is experiencing discounted annual rents compared to citywide rents at \$13.88 and \$22.92 per square foot, respectively. Lower rents in Downtown Martinez are partially due to long-term tenants with

**Figure 18:** Mix of Real Estate Uses in Martinez and Nearby

	Downtown Martinez	City of Martinez	30-Minute Drive Time
 OFFICE	268K SF	1.1M SF	54M SF
 RETAIL	362K SF	1.5K SF	68M SF
 INDUSTRIAL	185K SF	1.8M SF	89M SF
 HOTEL	0 Rooms	221 Rooms	12,120 Rooms

Source: Costar.

Footnote: Residential market trends were not analyzed in this analysis as the Public Trust Lands Plan does not allow residential uses on Trust Lands. Source: American Community Survey (ACS) 2012–2020, Plan Bay Area 2040

discounted leases and the need to invest in new storefront facades and tenant improvements to upgrade the retail spaces downtown. Even with the need for more investment, downtown still holds its historic charm offering a unique mix of shopping and dining options for residents, employees, and visitors. Downtown businesses are mostly comprised of non-chain food and beverage establishments followed by a mix of personal care, hobby, and general merchandise stores. Given this, there is an opportunity for the Waterfront Marina to build off the energy of downtown and create synergy with downtown amenities. Consideration should also be given to creating regional entertainment and destination events to drive traffic to the downtown. Enhancement of the Amtrak, bus station transit and potential ferry service hub will also attract visitors and employees.

## Hotel Market

Though located in a prime location in the region, Martinez has very limited hotel offerings, with more hotels located in surrounding communities such as Walnut Creek and Concord. Martinez has four hotels, mostly comprised of economy hotels and motels, with a total of 221 hotel rooms. However, though the hotel market is weaker than in surrounding communities, the citywide occupancy rate is 73 percent which is relatively healthy compared to 65 percent in Contra Costa County. This high occupancy rate in Martinez may be driven by government or oil refinery workers visiting the area, which is a unique strength for Martinez's potential to attract future demand for hotel projects.

Martinez's hotel room supply seems to support current demand, but future growth in downtown Martinez and at the Waterfront Marina may increase demand in the future. Based on regional population and employment growth projections and the current hotel supply, it is estimated that the hotel market could support at least 40 or more additional rooms by 2045 in the form of a boutique or higher-end hotel. The demand estimates are only based on current conditions and do not account for any impact of waterfront development or other growth. Additional demand for new hotel rooms in the future will largely be driven by residential growth in downtown Martinez and citywide, along with more visitation to the Waterfront Marina with the enhancement of the transit hub and entertainment events. If the city can become a regional destination for visitors, drive more new jobs to the city, and/or attract new households, the Martinez market could support more hotel rooms in the future.

## Key Real Estate Considerations

- Limited development in Martinez in the last few decades will continue to pose a challenge to support a revitalized waterfront.
- The age and quality of office and retail spaces limit the ability to attract new tenants and employers.
- Downtown growth plans can enable new development building on downtown's strengths and supporting broader economic development goals for the city and waterfront.
- The opportunity to develop a hotel in the downtown/waterfront area is dependent on the ability to attract more employees, residents, and visitors.

## Amphitheater and Outdoor Venue Space

The John Muir Amphitheater at the Waterfront Marina is currently operated by the City and seats more than 1,000 people. During the height of COVID-19, Camp Hope used this space to provide housing and services to unhoused populations in Martinez but has since been relocated. However, prior to COVID-19, several events and performances were held at the amphitheater, but in recent years the City continues to be challenged with maximizing the space and finding a third-party operator to enliven the amphitheater again. The inflexible design, significant infrastructure needs, and location adjacent to the inclement evening weather along the Carquinez Strait of the existing amphitheater limit the ability for the City to attract regional concerts and venue goers, in addition to fulfilling the wishes of local residents to still have an outdoor venue space.

Conducting a scan of amphitheaters across the region informed opportunities for a reimagined event space at the Waterfront Marina. Martinez competes with other entertainment venues across the region for shows and programming (Figure 19: Amphitheaters Across the Region). For example, the nearby Concord Pavilion seats more than 12,000 and is a major event venue for national touring acts. Despite this, the Waterfront Marina's location could still capture audiences from the East Bay and Solano County where outdoor venues are limited.

With other amphitheaters across the region providing a range of performances and programming, there is an opportunity for Martinez to reevaluate what an entertainment or performance space might look like in the future at the Waterfront Marina. Given this, future uses on the Trust Lands should consider a more flexible outdoor event space that is able to accommodate a wide range of programming and events, including smaller community events, along with capitalizing on Martinez's unique location on the waterfront.

## Key Outdoor Event Space Considerations

- An outdoor event venue within walking distance from downtown Martinez would add to the variety of shopping, dining, and entertainment experiences.
- The venue should have the ability to hold a variety of events, festivals and concerts and test the market for permanent event spaces.

Figure 19: Amphitheaters Across the Region



## Visitation

As both downtown Martinez and the Waterfront Marina already offer a range of destinations and activities, there is visitation to the area, but mostly aligned with worker trends.

The Fishing Pier, Marina, and recreational fields draw locals and visitors to the site to enjoy waterfront activities (Figure 20: Visitation Foot Traffic at the Waterfront Marina). Based on foot traffic data, most of the visitors to the Waterfront Marina are coming on weekends and weekdays during traditional work hours, which demonstrates the Waterfront Marina's draw throughout the entire week. In contrast, Downtown Martinez sees most visitors typically visiting during work hours, which is likely due to county employees and other workers visiting downtown during the day. Downtown offers many different food and beverage destinations, including coffee shops, restaurants, and breweries to accommodate workers during and after work. However, foot traffic data indicates that most visitation to downtown occurs during traditional work hours with a decline in visitation after working hours and on the weekends. This suggests a need for more destinations that keep workers and residents downtown after work and on the weekends. Martinez is at a moment where the Waterfront Marina can build off downtown's existing assets and destinations to draw a more regional crowd that will stay and spend money throughout the week. As stated above, consideration should also be given to creating regional entertainment and sporting events to drive traffic downtown which would increase retail sales.

### Key Visitation Considerations

- The Waterfront Marina should maximize the draw of existing destinations, such as Ferry Point and the recreational fields.
- Given high visitation during peak work hours, the Waterfront Marina should offer opportunities for downtown employees to gather and socialize.
- The Waterfront Marina should appeal to weekend visitors.
- The recreational fields can draw a more diverse and younger crowd from around the region with regional baseball and bocce events, prompting an opportunity to create more amenities for these users, while also providing more amenities for locals who already visit the Waterfront Marina.

Figure 20: Visitation Foot Traffic at the Waterfront Marina



● Contra Costa County

Source: Vista by Near

## Waterfront Marina Implications

Given the market analysis findings about the challenges and potential for the Waterfront Marina highlighted in the previous sections, the following three main takeaways informed the Plan:

### 1. Create a flexible space for a variety of experiences and users

Uses on Martinez’s Public Trust Lands should meet the needs of a range of populations and age groups to draw more diverse crowds from around the region.

### 2. Align with downtown plans and investment to achieve shared goals

Future uses should build on downtown growth, infrastructure, and existing amenities to support new real estate development.

### 3. Connect the vision for the site to broader economic development goals

Redevelopment of Martinez’s Public Trust Lands should attract new development and investment to the city, bringing more employees, residents, and visitors.

These key takeaways will help unlock the potential of the Waterfront Marina and contribute to a vibrant city economy while also providing a unique waterfront experience for residents, employees, and visitors in the region. Future uses should build on the site’s existing assets and align with local economic development goals. Potential uses to meet these goals include the following:

## POTENTIAL USES:

### Recreation & Educational Uses

(Skate park, pump track, pickleball courts, destination playground, etc.)

### Dining & Leisure Establishments

(Restaurant, coffee bar, fish house, etc.)

### Water-Oriented uses

(Dry storage facility, watersports rentals, beach access, etc.)

### Entertainment Uses

(Event space, cultural exhibit, nature center, etc.)

### Daytime-worker aligned uses

(Coworking spaces, picnic area, conference center, etc.)

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These potential uses will advance the City's goals to draw a regional crowd, generate at least modest revenue to offset costs, and promote marina activities. However, realizing the Waterfront Marina vision will require fundamental investments which include:

- Infrastructure investments to stabilize the Marina and enable new landside activity.
- Improved connectivity to the site from downtown Martinez for visitor, employees, and residents.
- Growth in downtown and the city to drive developer and employer interest and attract tourism.
- Streamlining the approval process of new development will further attract growth similar to what Fremont, Vacaville, and the City of Alameda have accomplished.

Without these critical investments, Martinez will be at risk of a piecemeal approach that slows the timeline and vision for the Waterfront Marina. The City and local stakeholders should position the Waterfront Marina to be successful in the future and meet the State's obligations for Public Trust Lands, while creating a greater benefit for the broader city and downtown economy.

## Sources Used

**Socioeconomic data:** American Community Survey, Plan Bay Area 2040, OntheMap LEHD, EMSI

**Real estate market data:** Costar, Plan Bay Area 2040

**Visitation data:** Vista by Near

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# 3

## **Community Engagement**

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**Waterfront Marina**  
Trust Lands Use Plan

# Public Review Draft

Figure 21: Community Engagement Process



## Community Engagement Plan

### Approach

The Community Engagement Plan was crafted to reach a broad cross-section of waterfront users and community members. Community engagement was grouped into three key phases:

- Stakeholder Engagement
- Project Website
- Virtual Community Meetings

## Stakeholder Engagement

### Summary

Existing organizational users and stakeholders of the Waterfront Marina were engaged early in the process. The intent was to understand how these groups are currently using the site and adjacent areas, as well as how they would like to use the area in the future. These discussions were conducted virtually in small groups of similar user types. Organizations and agencies interviewed include: Almar Marinas, Martinez Yacht Club, Pleasant Hill/Martinez Soccer Association, Martinez Little League, Pecos League, Martinez Bocce Federation, Universal Sports Academy, NorCal Courts, and East Bay Regional Parks District.

Figure 22: Community Engagement Flyer



# Martinez Waterfront Master Plan

Envision the Future of the Waterfront

## About the Master Plan...

The City of Martinez is preparing a Trust Lands Use Plan (TLUP) for the Martinez Waterfront. This process will explore conceptual land use options that are formed by community and stakeholder collaboration and input. The Plan will maximize the recreational and economic benefits of the Martinez waterfront, marina, and adjacent lands.

WHAT IS *YOUR*  
VISION FOR THE  
MARTINEZ  
WATERFRONT?

## << How can I get involved? >>

### Website

Join us online to participate at any time!

Scan the QR code to go to the project website:



- Project Information
- Ideas Board
- Program Mapping

### Listen

Virtual Workshop #1

October 26  
2022  
6-8pm

*Listen to the needs and goals of the community. What is your Vision?*

### Create

Virtual Workshop #2

December 14  
2022  
6-8pm

*Brainstorm and map your ideas for the future the Martinez Waterfront.*

### Evaluate

Virtual Workshop #3

February  
2023  
6-8pm

*Evaluate alternative concepts developed through your input.*

Visit [www.martinezwaterfront.com](http://www.martinezwaterfront.com) for more information and links to the virtual workshops!

## Project Website

To inform and engage the community on this project, a project website was developed to serve as a repository of information and relevant documents. The website also hosted activities for respondents to be able to participate outside of virtual community workshops. The three outreach activities on the project website were:

- Survey
- Ideas Wall
- Ideas Map

## Survey

Participants were able to respond to the survey from September 26, 2022 – October 23, 2022. The survey sought to understand what drew people to waterfronts throughout the Bay Area, what they felt was important and unique about the Waterfront Marina and what uses/elements they desired to see in the future. A total of 285 participants responded to the eight questions.

Figure 23: Project Website





## Virtual Community Workshops

### Virtual Community Workshop #1

#### Purpose and Summary

The City hosted the first community workshop for the Plan on Wednesday, October 26, 2022 via Zoom. The materials and content were presented by SWA Group.

Community members from approximately 24 households attended the workshop to share their ideas, needs and goals for the Waterfront Marina.

The purpose of the workshop was to:

- Inform the community about the project
- Explain the various opportunities to participate
- Understand the changes desired by the community
- Solicit input on Martinez’s unique qualities, needs and goals related to development and place-making opportunities
- Explore big-picture “what if” questions about the future of the Waterfront Marina

#### Activities and Major Themes

SWA Group gave a presentation that included the following topics:

- Project Introduction
- Case Studies - showing varying waterfront uses
- Online Survey Response Summary
- Potential Vision Statements
- Overview of the visioning process and upcoming workshops

The activities ranged from quizzes, a series of questions, a group breakout discussion and engagement in an online ideas wall.

#### Major Themes

Workshop findings favored the following:

1. Waterfront Dining Options
2. Destination that is clean, safe, and easily accessible
3. Connect to Downtown
4. Build upon the sports and outdoor adventure culture
5. Waterfront that is contextual to Martinez

### Virtual Community Workshop #2

#### Purpose and Summary

The City hosted the second community workshop for the Plan on Wednesday, December 14, 2022 via Zoom. The materials and content were presented by SWA Group, and economic and market consultant, HR&A.

Community members from approximately 12 households attended the workshop to share their ideas, needs and goals for the Waterfront Marina.

The purpose of the workshop was to:

- Inform the community about the project
- Explain the various opportunities to participate
- Understand the changes desired by the community
- Solicit input on specific programmatic uses for Martinez’s waterfront
- Discuss potential locations for future uses

## Activities

SWA Group gave a presentation that included the following topics:

- Project Introduction
- Community Involvement Update
- Vision Statement Survey
- Site Inventory
- Economic and Market Factors
- Potential Uses

The activities included two pop-quizzes and attendees were asked to respond to a total of 10 questions.

The final activity was a discussion where attendees were asked to respond to locate potential uses that they would enjoy seeing at the Waterfront Marina. The facilitator recorded each response on a screen-shared PDF document.

Finally participants were given access to an online programmatic uses ideas map where they are asked to pin various site amenity markers in any location of their preference within the site boundary. A comment box is provided with each pin where community members can write down detailed descriptions of the reasoning behind their desired land uses and amenities and the preferred location.

## Major Themes

The major themes that resulted from this workshop include:

1. Support for the Vision Statement as presented
2. Continued interest in Waterfront Dining Options
3. Re-envisioned event space
4. Recreation is the focus
5. Maintaining views and accessibility for the public

Figure 26: Community Workshop #3 Social Media Post



Figure 27: Community Workshop #3

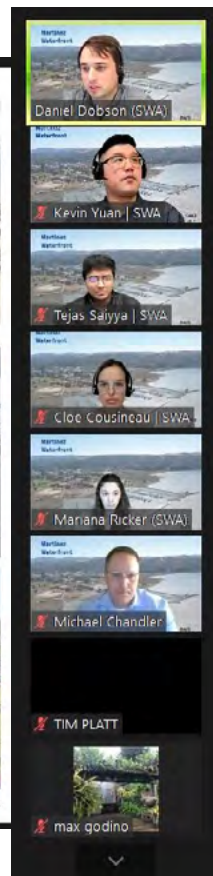
## VISION STATEMENT

The Martinez Waterfront will be a *recreational asset* for the City of Martinez and a *destination* for the Contra Costa County and the East Bay.

- The waterfront is a place that draws visitors to experience an *exceptional waterfront* complete with a *vibrant marina*, waterfront promenade and fishing pier, dining opportunities, event venues, a regional sports hub, and other destinations surrounded by open space and trails.
- The waterfront will be *welcoming to all* and a place to *celebrate Martinez's* connection to the water.
- With initial, significant capital improvements completed, the waterfront will *contribute revenue* to support the continued evolution and development of the site as a regional resource while acting as a *resilient buffer* to rising sea levels and tidal flooding.

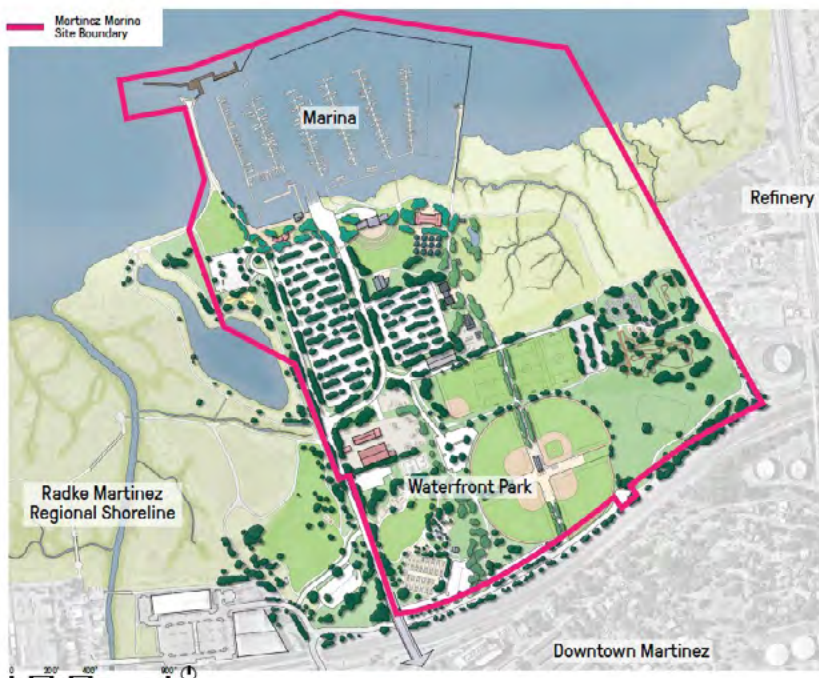
MARTINEZ WATERFRONT: COMMUNITY WORKSHOP 3 | 02.22.2023

SWA



## BREAKOUT ROOM PROMPT #3

What do you like about the 'Promenade' alternative? What concerns do you have?



What do you like about the 'Promenade' alternative? What concerns do you have?

- Best looking bike park
- Concerns with a large amphitheater, as current amphitheater is run down
  - Too big
  - Like carving out areas for the launch craft
  - Parking to the launch point will not work, distance is too far
- May be better to have launch to the west
- Great option of beer garden
- Great access across the marina
- Concerns with existing issues with trash across the marina

## Virtual Community Workshop #3

### Purpose and Summary

The City hosted the third and final community workshop on Wednesday, February 22, 2023 via Zoom. The materials and content were presented by SWA Group.

Approximately 36 community members attended the workshop to share their ideas, needs and goals for the Waterfront Marina.

The purpose of the workshop was to gather feedback on three different land use alternative concepts proposed by SWA to develop a preferred plan to be reviewed at a City Council Study Session.

### Activities

SWA Group gave a presentation that included the following topics:

- Project Introduction
- Community Involvement Update
- Impacts of Sea Level Rise and Flooding
- Land Use Alternatives Concepts
- Overview of Activity 1 (Alternatives Survey)
- Overview of Activity 2 (Breakout Discussion)
- Next Steps

The activities included a survey; attendees were asked to respond to a total of seven questions.

The second activity was a discussion of land use alternatives. Attendees were divided into breakout rooms where they were asked to discuss the likes and concerns for each of the concepts presented during the workshop while the facilitator recorded the answers in a screen-shared word document.

### Major Themes

Some major themes that resulted from this exercise are:

1. Support for a plan that combines the three concept and character alternatives
2. Support for multiple food and beverage options with an outdoor, tree-covered seating area
3. Support for concentrated programming at the Waterfront Marina and concerns about isolated, small users that might struggle
4. Support for a small watercraft launch in the Marina with a small craft zone
5. Support for a Cultural and Events Center and other environmental education programming opportunities
6. General support for an amphitheater but concerns about climatic factors at the Waterfront Marina

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# 4

## **The Plan**

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**Waterfront Marina**  
Trust Lands Use Plan

## Vision for the Waterfront Marina

The Waterfront Marina will be a **recreational asset** for the City and a **regional destination**.

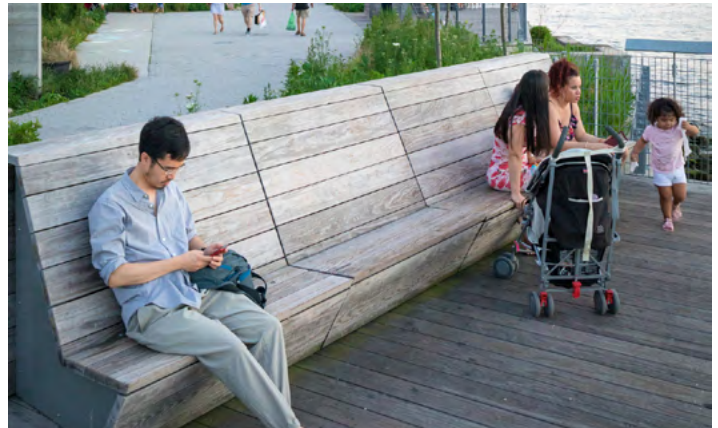


The Waterfront Marina is a place that draws visitors to experience an **active waterfront** complete with a **vibrant marina**, waterfront promenade and fishing pier, dining opportunities, event venues, regional recreational facilities, and other destinations surrounded by open space and trails.





The Waterfront Marina will be **welcoming to all** and a place to **celebrate Martinez's** connection to the water.



With initial, significant capital improvements completed, the Waterfront Marina will **contribute revenue** to support the continued evolution and development of the site as a regional resource while acting as a **resilient buffer** to rising sea levels and tidal flooding.



## The Plan

The vision for the future of the Waterfront Marina will be realized through a series of coordinated improvements and new programming throughout the Plan area. The primary focus is the creation of an activated promenade with a new Marina Village. The promenade and village would connect visitors to the other waterfront amenities including enhanced maritime recreation opportunities, an educational and events center, and expanded regional trail network through an area of restored tidelands.

The Marina Village and promenade would also be connected directly to the existing Waterfront Park with expanded amenities and active recreation offerings. This connection would be supported through pedestrian-prioritized circulation within the Plan area, and a strategy for augmented multi-modal access across the railroad tracks to link directly to Downtown Martinez itself.

The Plan is envisioned to be phased over time, as discussed in Chapter 5, and will be coordinated between different agencies and property owners to ensure a cohesive and consistent waterfront. The improvements proposed can be subdivided into those that would occur on City Trust Lands versus those on Non-City Trust Lands.

### City Trust Lands

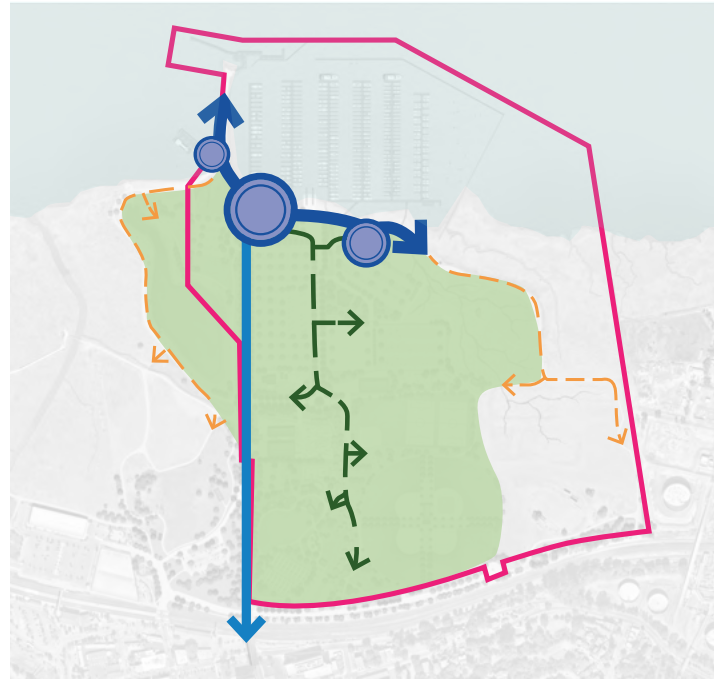
Most improvements are located on City Trust Lands, including the *Fishing Pier renovations, revitalization of the Marina, the Marina Village, the Educational and Events Center, future Ferry Pavilion, Tidal Restoration, expanded Dry Storage, and expanded/enhanced Dog Park.*

Focused on activating the promenade and Marina itself, these amenities are consistent with the Public Trust Doctrine to support regional and water dependent uses, for the benefit of the people of California.

### Non-City Trust Lands

Meanwhile, there are additional improvements that would occur on Non-City Trust Lands, such as the City-operated Waterfront Park, and contribute to the collective experience at the Waterfront Marina. These include *a new Community Stage, the expansion of the skate park, additional picnic areas, tidal restoration, and augmented access across the railroad.*

Figure 28: Framework Diagram



### Illustrative Plan Use Key

#### Uses on City Trust Lands

- 1 Renovated Fishing Pier
- 2 Fuel Dock
- 3 WETA Ferry Pavilion and Dock
- 4 Kite Area
- 5 Waterfront Dining
- 6 Casual Dining
- 7 Café/Coffee Stand
- 8 Bait Shop/Fish Market
- 9 Harbormaster's Office
- 10 Launch Ramp
- 11 Small Craft Rentals and Public Launch
- 12 Small Craft Zone
- 13 Repaired Eastern Seawall
- 14 Educational and Events Center
- 15 Yacht Club
- 16 Day Boater Parking
- 17 Dry Storage
- 18 Maintenance and Storage
- 19 Sea Scouts
- 20 Eagle Marine
- 21 Tideland Restoration and Passive Recreation
- 22 Viewing Platform
- 23 Trailhead Picnic Area
- 24 Enhanced Dog Park



#### Uses on Non-City Trust Lands

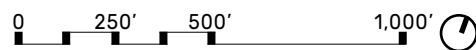
- 25 Picnic Pavilion
- 26 Expanded Skate Park
- 27 Community Stage
- 28 Augmented Access over Railroad

Figure 29: Illustrative Plan



## Legend

-  Waterfront Marina
-  Martinez Trust Lands Boundary



## Character Zones

The Plan area is sub divided into three different character zones, each with their own unique characteristics, uses, and standards. The first zone, the Marina Promenade, would include all planned commercial and maritime recreation uses immediately adjacent to the waterfront, within the Marina itself, and those maritime industrial uses that are set back on the site. The second zone, the Tidelands, would focus on the proposed tidal restoration and its associated passive recreation and ecological uses. And lastly, the Waterfront Park, would be comprised of the existing, and expanded recreational and community-based uses.

Within the following section, each character zone will be expanded upon further, with detailed descriptions of each use and its compliance with the Public Trust Doctrine (as required), as well as the design standards and guidelines specific to that zone.

Figure 30: Character Zones



### 1 Marina Promenade

#### Maritime Uses on City Trust Lands

- Renovated Fishing Pier
- WETA Ferry Pavilion and Dock
- Harbormaster's Office
- Small Craft Rentals and Public Launch
- Yacht Club
- Sea Scouts

#### Maritime Industrial Uses on City Trust Lands

- Dry Storage
- Maintenance and Storage
- Eagle Marine

#### Commercial Uses on City Trust Lands

- Waterfront Dining
- Casual Dining
- Café/Coffee Stand
- Bait Shop/Fish Market
- Educational and Events Center

### 2 Tidelands

#### Passive Uses on City Trust Lands

- Tideland Restoration and Passive Recreation
- Viewing Platform
- Trailhead Picnic Area

### 3 Waterfront Park

#### Recreational Uses on City Trust Lands

- Enhanced Dog Park

#### Recreational Uses on Non-City Trust Lands

- Picnic Pavilion
- Expanded Skate Park
- Community Stage
- Augmented Access over Railroad

## 1 Marina Promenade Character Zone Description

**The Marina Promenade Zone is the heart of activation at the Waterfront Marina.**

The Marina Village will support anchor businesses such as waterfront dining, café, and water-related retail/rentals. These commercial uses serve maritime users from the Harbormaster's Office, Yacht Club, Sea Scouts, and future Water Emergency Transportation Authority (WETA) Ferry service, while also making the Village a destination in its own right. The adjacent Educational and Events Center would also attract visitors and provide opportunities for educational engagement related to the history and ecology of the waterfront. Meanwhile, the surrounding maritime industrial uses, such as Eagle Marine and Dry Storage space, will expand to support the increased activity and demand the vibrant Waterfront Marina will generate.







## Marina Promenade Character Zone Materiality

The design characteristics and materials for the different use types within the Marina Promenade Zone are intended to produce a recognizable identity for the Waterfront Marina. The character of this zone would support a connection to Martinez' historic Downtown, while embracing the characteristics of a contemporary boardwalk.



## Paving

The paving materials for this zone include a continuation of the brick-colored concrete unit pavers in reference to Martinez' historic Downtown, and are used to highlight gathering spaces. In addition, a 'contemporary boardwalk' wood decking could be considered along the promenade, with concrete pathways as well throughout the zone.



## Site Furniture, Lighting, and Wayfinding

Unique and colorful site furniture would enhance the Waterfront Marina's recognizable identity and provide a variety of seating and gathering options throughout different areas within the zone.

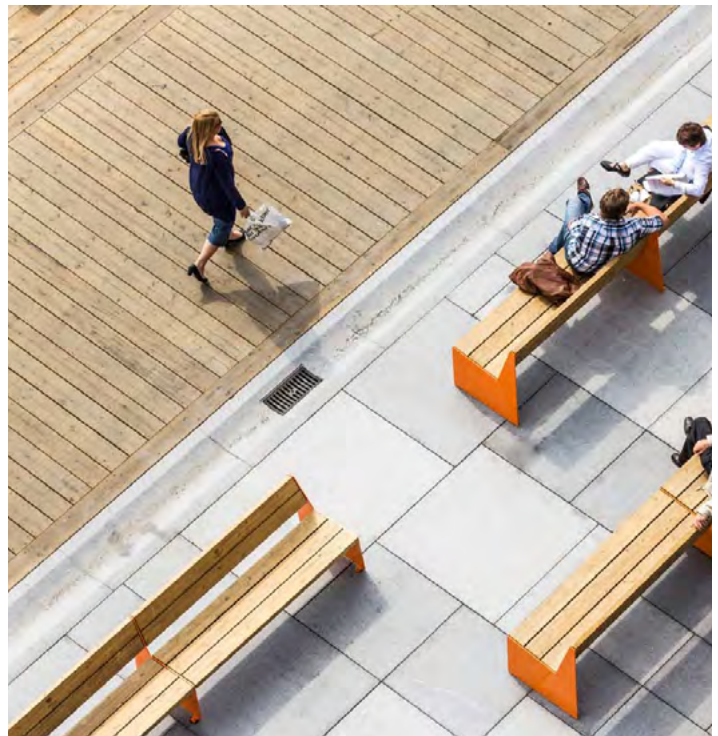
Similarly, a signature light fixture along the promenade would improve safety and support wayfinding and connections around the Marina and Marina Village. Light fixtures could also provide splashes of color, host decorative banners and signage, and support the overall maritime character.



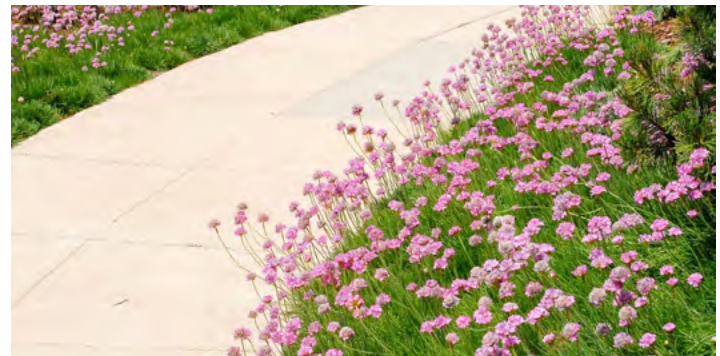
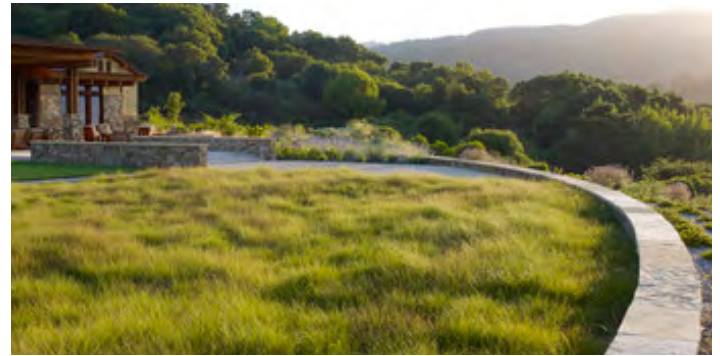
## Planting

All planting around the Waterfront Marina would need to be suited to the harsh maritime conditions, with high tolerance for salinity and wind. The planting aesthetic would be a mixture of softer textures that highlight the natural waterfront setting, as well as more sculptural planting around the Marina Village and Educational and Events Center.

Species could include those shown in reference imagery: Agaves, Blue Chalk Sticks, Fescues, Sedges, Sea Thrift, Blue Oat Grass, and many other options appropriate to the climate.



# Public Review Draft



# Public Review Draft

Figure 31: Marina Promenade Character Zone Enlargement Plan - Maritime Uses



## Legend

..... Marina Promenade Character Zone Boundary

(P) Parking Lot

(M) Maritime Uses

(MI) Maritime Industrial Uses



## Marina Promenade Maritime Uses

A critical part of the Plan is the enhancement and reconfiguration of the Marina itself. This would include dock repair and replacement, the renovation of the fishing pier (currently underway), and replacement of the eastern seawall. These improvements will continue to be supported by other maritime amenities, such as the launch ramp and fuel dock. For a full summary of the marina operations, refer to the end of this chapter.

Several land-based maritime and maritime industrial uses discussed in the introduction would remain in their current location and configuration. These include the Harbormaster's Office, the Yacht Club, Sea Scouts, and Eagle Marine. Envisioned uses proposed as part of the Plan, are expanded on below.

### WETA Ferry Pavilion and Dock

The long-term vision for the Waterfront Marina would include the addition of a WETA Ferry with service to other Bay Area destinations. The pavilion and dock for the ferry would be located at the base of the renovated Fishing Pier with a relationship to the adjacent Marina Village. This use is consistent with the Public Trust Doctrine because it would support water-dependent and water-related commerce and serve a regional audience.

### Small Craft Rentals and Public Launch

The Plan includes the addition of a dedicated, publicly accessible small craft launch and facilities for rentals and storage within the Marina. Located on the eastern side, the small craft amenities would include a designated small craft zone adjacent to the repaired eastern sea wall and separated from motorized watercraft. Access would be designed to ensure public access outside of rental hours, while maintaining a secure barrier between the public launch and the private dock slips. This use is consistent with the Public Trust Doctrine because it would support water-dependent and water-related recreation. This use would expand small craft recreational opportunities to a broader community as well, encouraging regional visitors.

## Marina Promenade Maritime Industrial Uses

### Dry Storage

To augment the Marina's capacity in the near term, the Plan includes the addition of a dedicated and secure Dry Storage lot. The Dry Storage and launch-by-request services could be operated by the marina concessionaire. This use is consistent with the Public Trust Doctrine because it would support water-related commerce. Similar to the slip rentals, the proposed Dry Storage would also serve boat owners from both inside and outside of Martinez.

### Maintenance and Storage

The existing maintenance building operated by the City's Public Works Department would remain in its current location at this time. This use is consistent with the Public Trust Doctrine because it supports the maintenance needs associated with Marina's water-dependent and water-related commerce and recreational uses.



## Marina Promenade Maritime Use Standards and Guidelines

### Building Height

1. Buildings and other structures shall not exceed thirty-five feet in height from finished grade.
2. Chimneys, vents, and other architectural features or mechanical appurtenances on buildings may be a maximum of 15 percent higher than the stated structure height limit.
3. Additional exceptions to the maximum building height for iconic or signature architecture shall be subject to City approval.

### Building Orientation

Buildings should be designed and spatially oriented towards the publicly accessible spaces that are most related to the uses. Specifically, all Maritime Use buildings should consider how they orient towards:

1. the waterfront, primarily - considering how views to the Marina are leveraged and highlighted;
2. and public plazas and promenades, secondarily - considering activation and engagement with the adjacent public realm.

### Building Character

New maritime buildings should be consistent with the character and architectural style already in use at the Waterfront Marina, as demonstrated, for example, by the Harbormaster’s Office building.

Colors used should follow the pale gray and light blue palette, with white trim accents, unless an alternate color palette is established by the City in the future. Building materials such as wood siding, and architectural details should support the nautical character.

### Parking

	Required Spaces
<b>Yacht Club</b>	4 per 1,000 ft <sup>2</sup>
<b>Sea Scouts</b>	4 per 1,000 ft <sup>2</sup>
<b>Ferry or Water Taxi Service</b>	250 total*
<b>Harbormaster’s Office</b>	1 per 250 ft <sup>2</sup>
<b>Small Craft Rentals and Launch</b>	20 total
<b>Launch Ramp</b>	20 per launch ramp
<b>Recreational Boats</b>	0.60 per slip or side tie
<b>Commercial Fishing Boats</b>	2 per slip or side tie
<b>Sport Fishing Boats</b>	1 per 3 passengers

\* Final parking requirements to be determined in coordination with service provider



## Marina Promenade Maritime Industrial Use Standards and Guidelines

### Building Height

1. Buildings and other structures shall not exceed twenty-five feet in height from finished grade.
2. Chimneys, vents, and other architectural features or mechanical appurtenances on buildings may be a maximum of 15 percent higher than the stated structure height limit.
3. Additional exceptions to the maximum building height for iconic or signature architecture shall be subject to City approval.

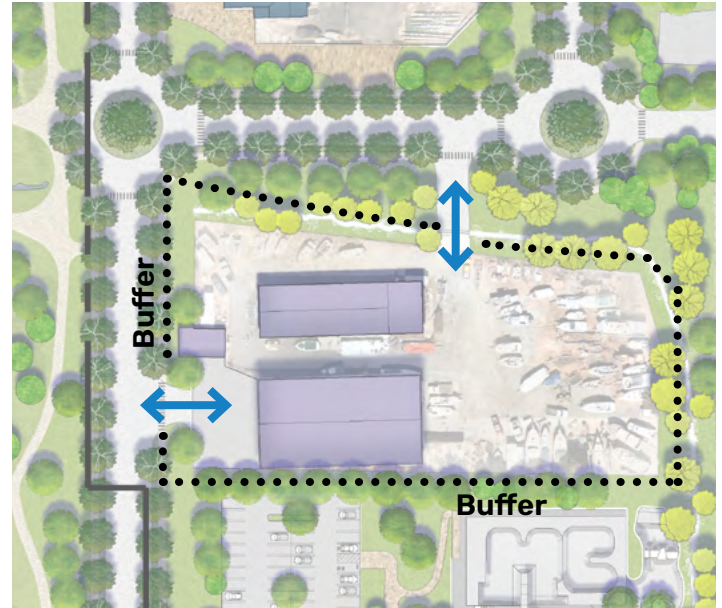
### Building Orientation

Buildings serving maritime industrial uses should be oriented towards streets and parking on the side with their entrance. All other sides of the building, oriented towards adjacent public space and other uses, should employ screening strategies such as decorative fencing and/or landscaping.

### Parking

	Required Spaces
<b>Eagle Marine</b>	Per Zoning Code
<b>Dry Storage</b>	0.25 per boat
<b>Maintenance and Storage</b>	Per Zoning Code

Figure 32: Eagle Marine Facilities

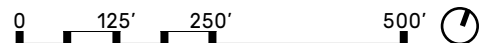


**Figure 33:** Marina Promenade Character Zone Enlargement Plan - Commercial Uses



## Legend

- Marina Promenade Character Zone Boundary
- ⓐ Commercial Uses
- ⓐ Parking Lot



## Marina Promenade Commercial Uses

### Marina Village

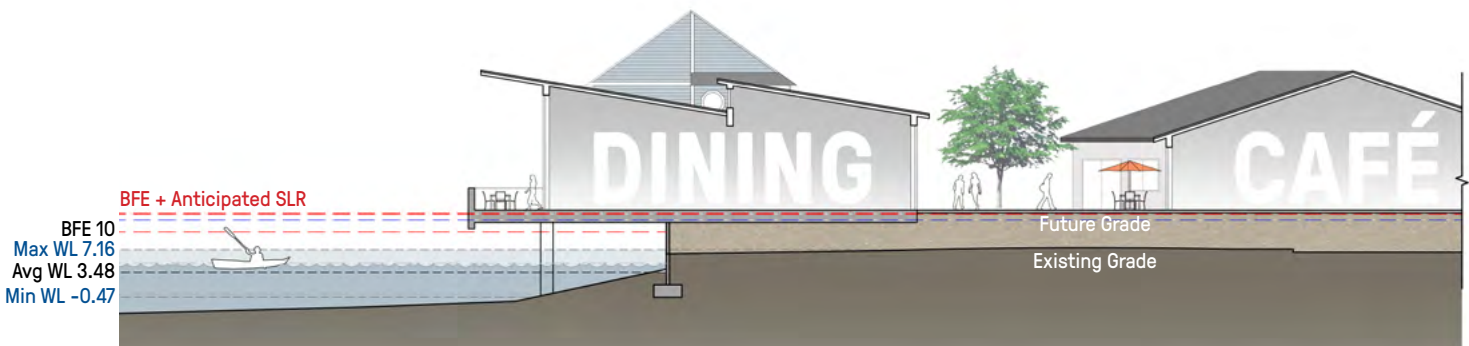
The Marina Village includes a collection of commercial uses at the Waterfront Marina that would be phased over time. These food, beverage, and retail destinations would attract regional visitors on their own, in addition to being supported by the maritime recreation users at the Marina. The entire Marina Village would be raised to an elevation to protect the improvements from future sea level rise and current flooding concerns; see section below.

The following are the specific uses at the Marina Village. These uses are consistent with the Public Trust Doctrine because they would support water-related commerce, and serve a regional audience.

*Waterfront Dining* would be the preferred initial investment in the Marina Village, with a new restaurant overlooking the Marina. Taking advantage of the views, the water-facing side of the restaurant would open to a dining deck, while the land side of the building would be activated and accessed from the adjacent plaza and promenade. The *Waterfront Dining* building should also establish the tone for the signature architectural style of the new waterfront, discussed further in the use standards and guidelines.

*Casual Dining* would complement the *Waterfront Dining* by providing a different form of service, in a more relaxed, fast-casual environment. The importance of having a variety of dining options was identified throughout the planning process as a critical part of a successful and vibrant waterfront.

The third building in the Marina Village would offer grab-and-go options with locations for a *Café/Coffee Stand* as well as the relocated *Bait Shop*. Expanding to a larger footprint, the *Bait Shop* could also feature a *Fish Market* pop-up during the local commercial fishing season, to create another regional waterfront draw.









## Educational and Events Center

On the eastern side of the promenade, and across from the Marina Village, the Educational and Events Center location would also be raised to protect it from sea level rise and take advantage of views overlooking the Marina and the Carquinez Strait. Envisioned as a single building but with two distinct parts, the center would emphasize environmental and cultural educational exhibits on one side.

Exhibits and educational programs could focus on the area's ecology, the history of the waterfront, and the native stewards of the land. Outdoor exhibits could also be considered, such as scale maps of the region or ethno-botanical gardens. The other wing would be utilized for event rentals. These events could include weddings, fundraisers, and other professional or social gatherings that would generate revenue for the Waterfront Marina.

The event lawn and patio exterior spaces would contribute to the rental opportunities, as locations to host ceremonies or events designed to maximize views of the water. During the daytime, these shared spaces would be flexible enough to also be utilized by school groups and other visitors from the educational center. The proximity to the small craft rentals, and the tidelands restoration, would also create some synergy with the educational programming envisioned here. The City could look to East Bay Regional Parks, as well as regional non-profit groups, to partner on the development of exhibits and programs.

This use is consistent with the Public Trust Doctrine because it would support water-related education and recreation. The Educational and Events Center would encourage regional visitors and be available to the broader Bay Area community for their event rental needs.



## Marina Promenade Commercial Use Standards and Guidelines

### Building Height

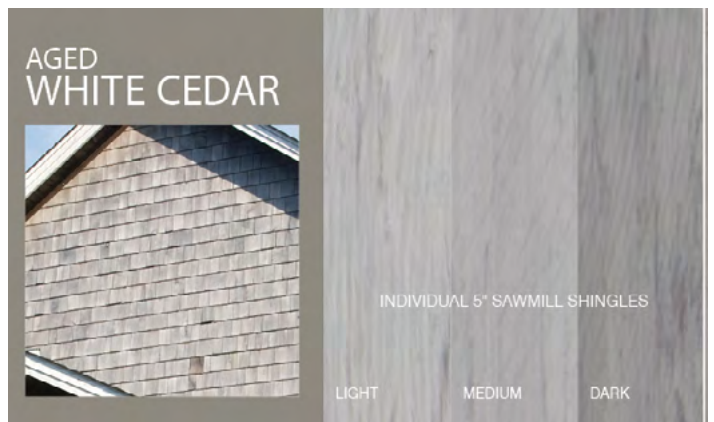
1. Buildings and other structures shall not exceed thirty-five feet in height from finished grade.
2. Chimneys, vents, and other architectural features or mechanical appurtenances on buildings may be a maximum of 15 percent higher than the stated structure height limit.
3. Additional exceptions to the maximum building height for iconic or signature architecture shall be subject to City approval.



### Building Orientation

Buildings should be designed and spatially oriented towards the publicly accessible spaces that are most related to the uses. Specifically, all Commercial Use buildings should consider how they orient towards:

1. public plazas and promenades, primarily - considering activation and engagement with the adjacent public realm;
2. and the waterfront, secondarily - considering how views to the Marina are leveraged and highlighted.



### Building Character

Commercial buildings at the Marina Village and Educational and Events Center provide the opportunity to create a signature Martinez Waterfront Marina architectural building character.

Buildings should take inspiration from the surrounding maritime building character, while utilizing high-quality materials and finishes to achieve a more contemporary style. Building materials that should be emphasized include wood siding with steel accents.



## Building Form

Transparency:

1. Building facades when adjacent to the waterfront or pedestrian space shall have a transparency of 70 percent minimum.
2. All other building facades shall have a transparency of 70 percent maximum.
3. Exceptions may be granted for iconic or signature architecture and shall be subject to City approval.

Massing:

1. Facades of buildings and structures facing public plazas and promenades shall not exceed 30 feet of uninterrupted length. Facades greater than this length shall be interrupted by breaks in the facade plane not less than two feet in depth.
2. Architectural elements including bays, recesses, balconies, terraces, inset windows that allow for the expression of wall thickness, patterns of shade and shadow at facades, changes of material and color, use of architectural details such as horizontal and vertical banding, cornices, and door and window surrounds, are encouraged to meet articulation requirements.
3. Buildings shall feature pitched, gabled, or shed rooflines. Clerestory styles are encouraged.



## Parking

	Required Spaces
<b>Waterfront Dining</b>	Per Zoning Code
<b>Casual Dining</b>	Per Zoning Code
<b>Café / Coffee Stand</b>	Per Zoning Code
<b>Bait Shop / Fish Market</b>	Per Zoning Code
<b>Environmental and Events Center</b>	Per Zoning Code

## 2 Tidelands Character Zone Description

### The Tidelands Zone is an opportunity for increased environmental engagement and passive recreation at the Waterfront Marina.

The Plan would restore the previously utilized spoils basins into a cohesive and rich tideland habitat zone by directly connecting to the strait. The tidal influx and regular circulation of water would increase the ecological quality and performance of the tideland environment, and this restoration effort would be used to offset other work within the Plan area – in phases as needed.

The expanded opportunities for passive recreation within this zone would include *walking paths*, *wayfinding signage*, and *trailhead picnic areas*. These new paths would tie into the existing levee trail system, however the Plan would also include *elevated boardwalks* and *viewing decks* within the tideland to allow visitors to experience being immersed in the natural environment while preventing negative environmental impacts.

These uses are consistent with the Public Trust Doctrine because they would support water-dependent and water-related recreation. The unique tidelands restoration area would encourage more regional visitors to come to explore the Waterfront Marina as well.

Figure 34: Character Zones

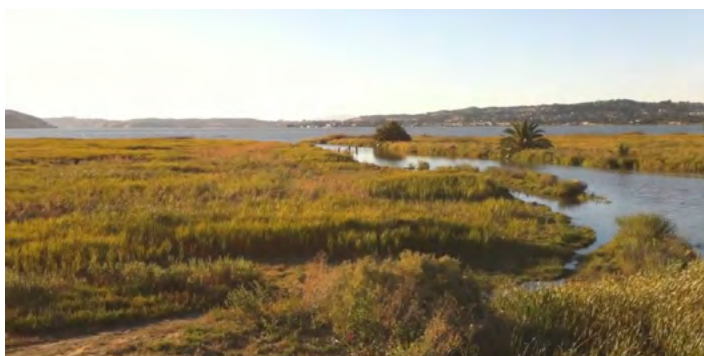
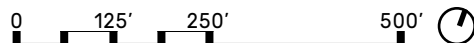


Figure 35: Tidelands Character Zone Enlargement Plan



## Legend

- ● ● ● ● Tidelands Character Zone Boundary



## Tidelands Character Zone Materiality

The design characteristics for the Tidelands Zone are intended to support this balance between preservation and providing discrete opportunities to learn about the tidal ecosystem. As such, the character of this zone would be ecologically-based with an emphasis on natural materials and minimal intervention. This materiality would also be consistent with the Radke Martinez Regional Shoreline to enhance the connection to a regional network of trails and natural systems.

### Paving

The paving materials considered for this zone would predominately be natural dirt and gravel pathways, consistent with the current levy trails system. Asphalt paths should be considered for ADA accessibility, particularly around trailheads, and wood decking and boardwalks should also be considered where it is necessary to preserve the sensitive surrounding wetland habitat.

### Site Furniture and Wayfinding

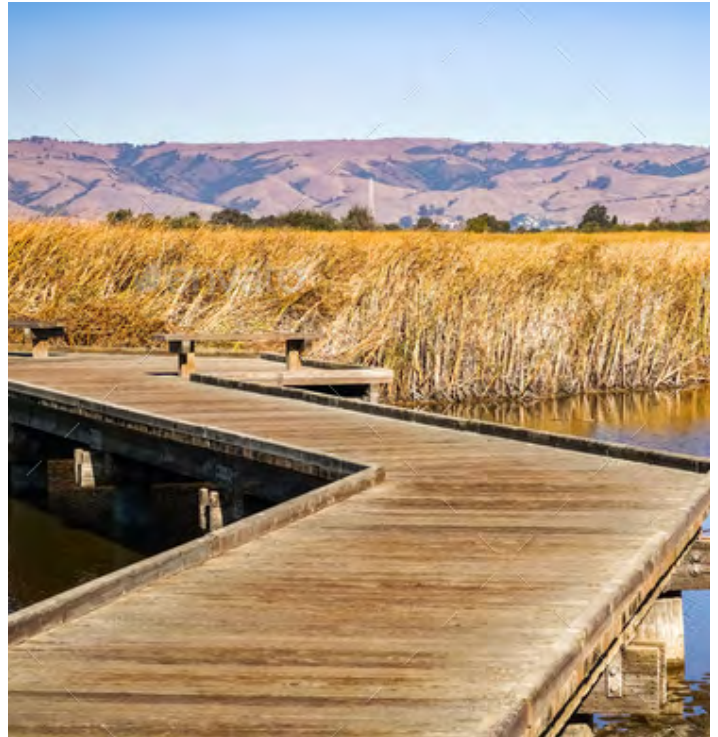
The site furniture selections should also aim to blend into the ecological surroundings, with an emphasis on more monolithic wood, or “driftwood” inspired pieces. As the wood benches and picnic tables mature, and are allowed to gray with time, they would become a cohesive part of the natural environment.

Wayfinding and signage should use similar materials and be used to connect visitors to the regional trail network, provide opportunities for environmental education, and quantify distances along the walking loops.

### Planting

Within the Tidelands zone, the planting should be comprised of native plants that will restore the natural wetland and shoreline ecosystems. Through consultation with environmental scientists and/or biologists, a planting succession strategy should be developed to facilitate the restoration process.

Species could include those shown in reference imagery: Pickleweed, Saltbush, Cordgrass, Coyote Brush, and many other options appropriate to the tidal conditions.



# Public Review Draft



## Tidelands Character Zone Use Standards and Guidelines

### Structure Height

1. Buildings and other structures shall not exceed twenty-five feet in height from finished grade.
2. Chimneys, vents, and other architectural features or mechanical appurtenances on buildings may be a maximum of 15 percent higher than the stated structure height limit.
3. Additional exceptions to the maximum building height for iconic or signature architecture shall be subject to City approval.



### Structure Character

Architectural structures in the Tidelands zone should be conscientious of the ecological setting and be primarily comprised of natural materials, and muted colors. Structures should be designed to blend in with the tideland surroundings to the extent possible, so as to not distract from the surrounding environment.



### Structure Form

Architectural structures in the tidelands zone should employ simple forms and designs. These structures would not be weathertight, and may be open to the air on up to all four sides to maximize views and the visitor feeling of being immersed in the natural ecosystem.



### Parking

All parking shall comply with the requirements of the Zoning Code.







## 3 Waterfront Park Character Zone Description

**The Waterfront Park Zone is centered on active recreation and community gathering.**

The existing uses at Waterfront Park, such as the Bocce Courts, Joe DiMaggio Field, and other baseball and multi-purpose fields, are well-utilized and important amenities for the local and regional community. These recreation facilities would be preserved in the Plan, while existing uses such as the Skate Park and Dog Park, which are currently limited by their size, would be expanded to provide more capacity for a regional audience.

Meanwhile, there are opportunities for increased community gathering throughout the Waterfront Park Zone as well. The Plan includes the addition of picnic pavilions, BBQs, and a Community Stage.

Figure 36: Character Zones



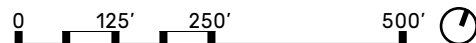
**Figure 37:** Waterfront Park Character Zone Enlargement Plan



## Legend

..... Waterfront Park Character Zone Boundary

(P) Parking Lot







## Waterfront Park Character Zone Materiality

The design characteristics for the Waterfront Park Zone are intended to maintain the family-friendly character, support a variety of users, and create a seamless recreation complex. As such, the materiality should be consistent and complementary to what is in use on site today.

### Paving

A network of pathways connecting the various recreation areas of Waterfront Park would primarily be cast in place concrete from primary paths of travel, and asphalt paving outside of the core areas. Picnic areas and other informal gathering spaces could be decomposed granite or another, permeable crushed rock / granite / organic paving option.

### Site Furniture and Wayfinding

Site furniture and signage should be consistent with other Martinez parks, while also incorporating some of the unique and colorful elements from the Marina Promenade zone and wood furnishing options from the Tidelands zone.

There should be variety of site furnishing types to provide opportunities for seating and gathering by groups of different sizes.

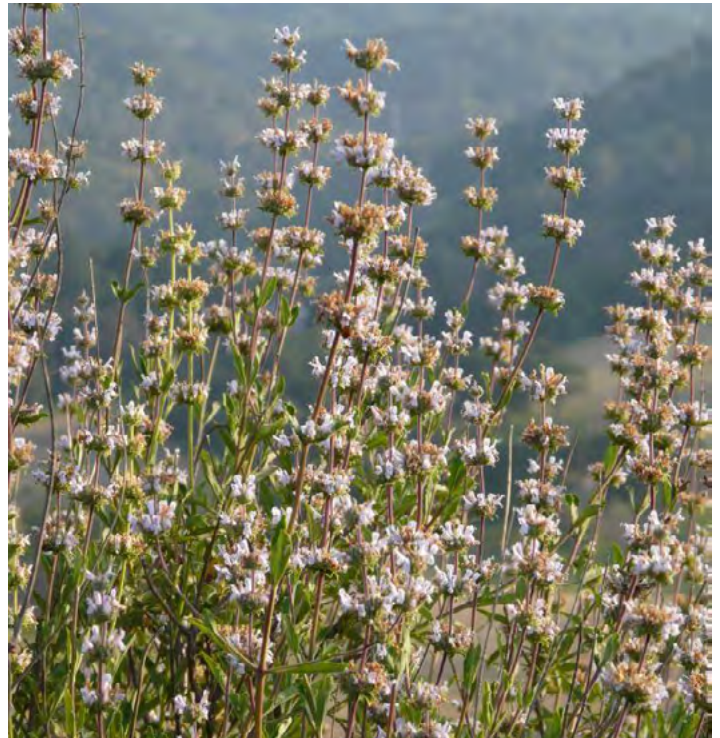
### Planting

With active recreation as the primary use in Waterfront Park, maintained turf fields will be necessary in those areas. Elsewhere in the zone, however, lower maintenance and lower water use planting should be utilized instead.

These could include those shown in reference imagery: no mow native grass mixes, California native shrubs such as Black Sage, as well as a continuation of the soft grasses such as Pink Muhly Grass installed with the Bocce court project and others.



# Public Review Draft



## Waterfront Park Recreation Uses

### Expanded Skate Park

The skate park expansion would build off the existing footprint, extending the park area to the east while maintaining the drainage channel clearance. The benefits of the skate park expansion would be to include a wider variety of offerings for skaters of all ability and experience levels.

### Enhanced Dog Park

In the Plan, the existing dog park would be relocated closer to the multi-purpose fields and other Waterfront Park uses, while being reimagined to include wider recreational opportunities for dogs and their owners in the park. A dedicated agility course, for example, could attract more regional users, and potentially be programmed with events and competition.

In the interim, the existing dog park could also be upgraded with some light agility equipment that is accessible to all dogs and would begin to shift the park's identity. This use is consistent with the Public Trust Doctrine by supporting recreation for regional users in addition to the local community.

### Community Stage

A new community stage would be located within Waterfront Park in the location that currently features a temporary stage during regional events. The proposed design would be to provide a permanent structure and infrastructure to support existing events as well as programming for plays, concerts, and other performances that mat have previously utilized the amphitheater. Unlike the current amphitheater, the community stage would be designed to be flexible for day-to-day users as well, remaining open and accessible.



## Waterfront Park Character Zone Use Standards and Guidelines

### Structure Height

1. Buildings and other structures shall not exceed twenty-five feet in height from finished grade.
2. Chimneys, vents, and other architectural features or mechanical appurtenances on buildings may be a maximum of 15 percent higher than the stated structure height limit.
3. Additional exceptions to the maximum building height for iconic or signature architecture shall be subject to City approval.

### Structure Character

Architectural structures in the Waterfront Park zone should be consistent with the character and style already in use throughout the zone. This includes materials such as steel post structures, with primarily sheet metal roofing, and some wood accents. New structures could consider the introduction of warmer steel tones, such as weathered steel (Corten) or other complimentary architecture styles to the existing park.

### Structure Form

New structures in the Waterfront Park would primarily be open to the air and not weathertight. The structure form should be similar to that of the existing picnic pavilion with shed or gable rooflines. The new structure for the Community Stage should take acoustics into account, with a form that opens outward toward the lawn, and the necessary infrastructure for rigging sound and light equipment during an event.

### Fencing and Walls

Fencing and walls are generally discouraged throughout the Waterfront Marina when related to recreational amenities, except for the normal operational use of a facility (e.g., tennis court, baseball field, dog park, etc.)

Exceptions to the Zoning Code restrictions on height, material, and finish of fences and walls shall be subject to City Approval.

### Parking

All parking shall comply with the requirements of the Zoning Code.







## Mobility and Circulation

The proposed street network builds from the existing network of two-lane streets while increasing access and establishing a unique waterfront character.

### Augmented Access

Access to the Waterfront Marina has been a challenge for many years. Multiple possibilities were evaluated in the 2013 Martinez Railway Overcrossing Study that ultimately led to improvements at Ferry Street and the Berrellesa Street crossing. It is anticipated that due to the increased visitation and continued operation of the rail lines, vehicular access to the Waterfront Marina will need to be further improved in the future. The preferred alternative that is incorporated in the Plan is for an overcrossing at Court Street. Additional possibilities may include overcrossings at other locations or moving the location of an at-grade crossing. Further study by bridge and traffic engineers is needed in order to determine the best method for augmented access to the Waterfront Marina.

### Proposed Street Improvements

Dependent on future augmented access, the street network will need to be modified in order to continue to provide access to all areas of Waterfront Park. If a railway overcrossing is ultimately pursued at Court Street, it is anticipated that it would also need to cross Joe DiMaggio Drive before meeting grade. In this scenario, access to Joe DiMaggio Drive and Waterfront Park's south entrance would be by way of a new connection to Ferry Street through the Radke Martinez Regional Shoreline.

In order to better facilitate turning movements throughout the Waterfront Marina, a series of roundabouts are proposed. In addition to improved turning movements, the roundabouts provide a branding, placemaking, and monumentation opportunity that is unique in Martinez and the larger area.

All areas of the Plan propose modifying the City's standard street sections to include six-foot wide sidewalk with six-foot wide parkway planters between the street curb and sidewalk. This creates the opportunity to include street trees that will help define the character of the Waterfront Marina.

## Parking Management

As new uses are realized on-site and visitation increases, it is anticipated that parking areas will need to be improved and expanded. The parking lot between Court Street and Tarantino Drive with enhancements will continue to serve as the primary parking location. The parking lot north of the Yacht Club is proposed to be expanded to support the Yacht Club and Educational and Events Center. It is also anticipated that additional parking will be required south of the Yacht Club, and at Waterfront Park's southern entrance, along with the parking west of the skate park being adjusted based on future augmented access.

A Parking Management Plan should be developed and updated on a routine basis. The Parking Management Plan should identify utilization levels, and make recommendations for shared or joint-use, and monetization potential to make the best possible use of the parking, while prioritizing to avoid adverse impacts on designated boater parking and boat launch ramp parking areas, as well as balancing parking area usage to minimize overcrowding of high demand areas.

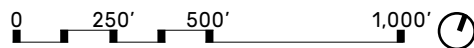


Figure 38: Street Network Plan



## Legend

- Waterfront Marina
- Martinez Trust Lands Boundary
- Parking Lot
- Modified Collector
- Modified Local
- Proposed Roundabout



# Public Review Draft

Figure 39: North Court Street Cross Section

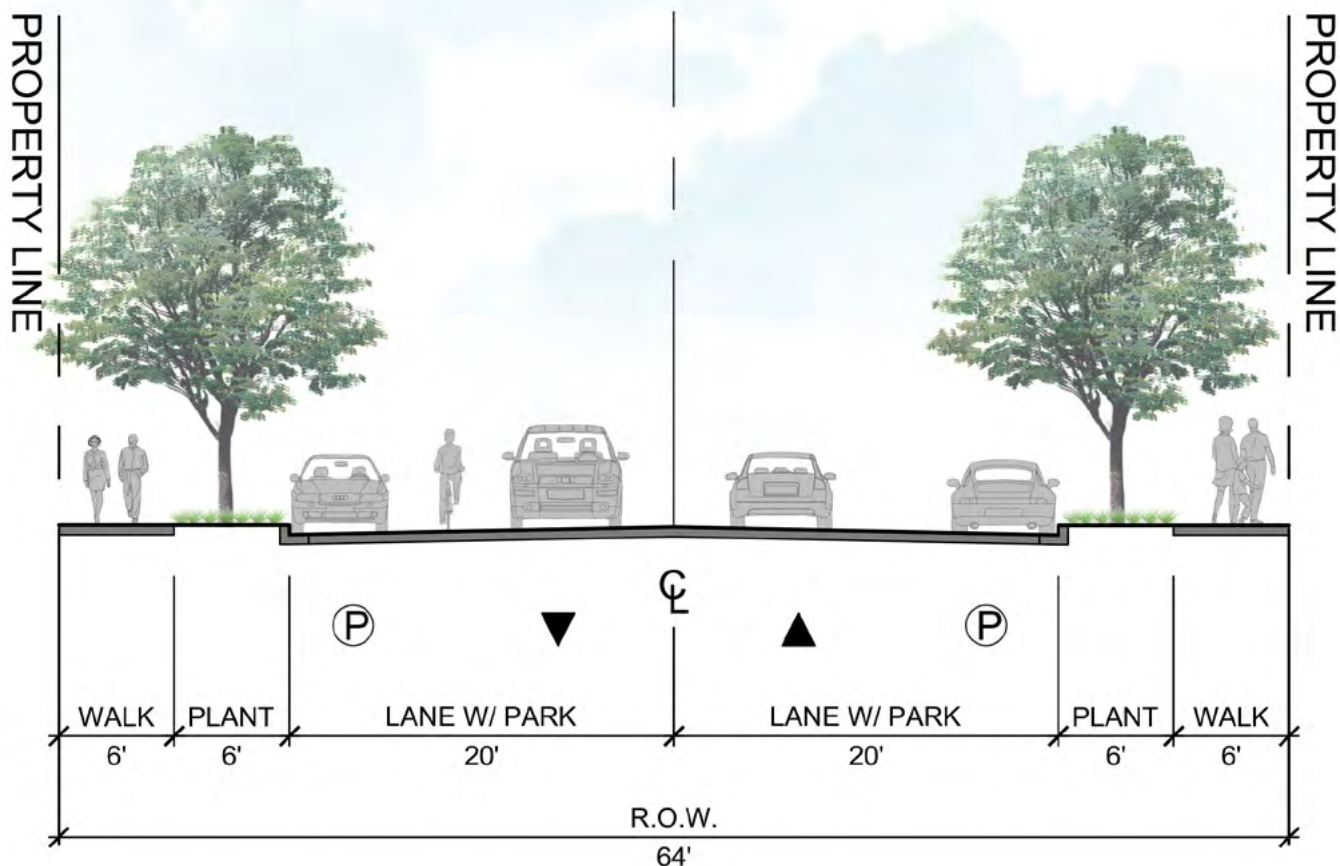
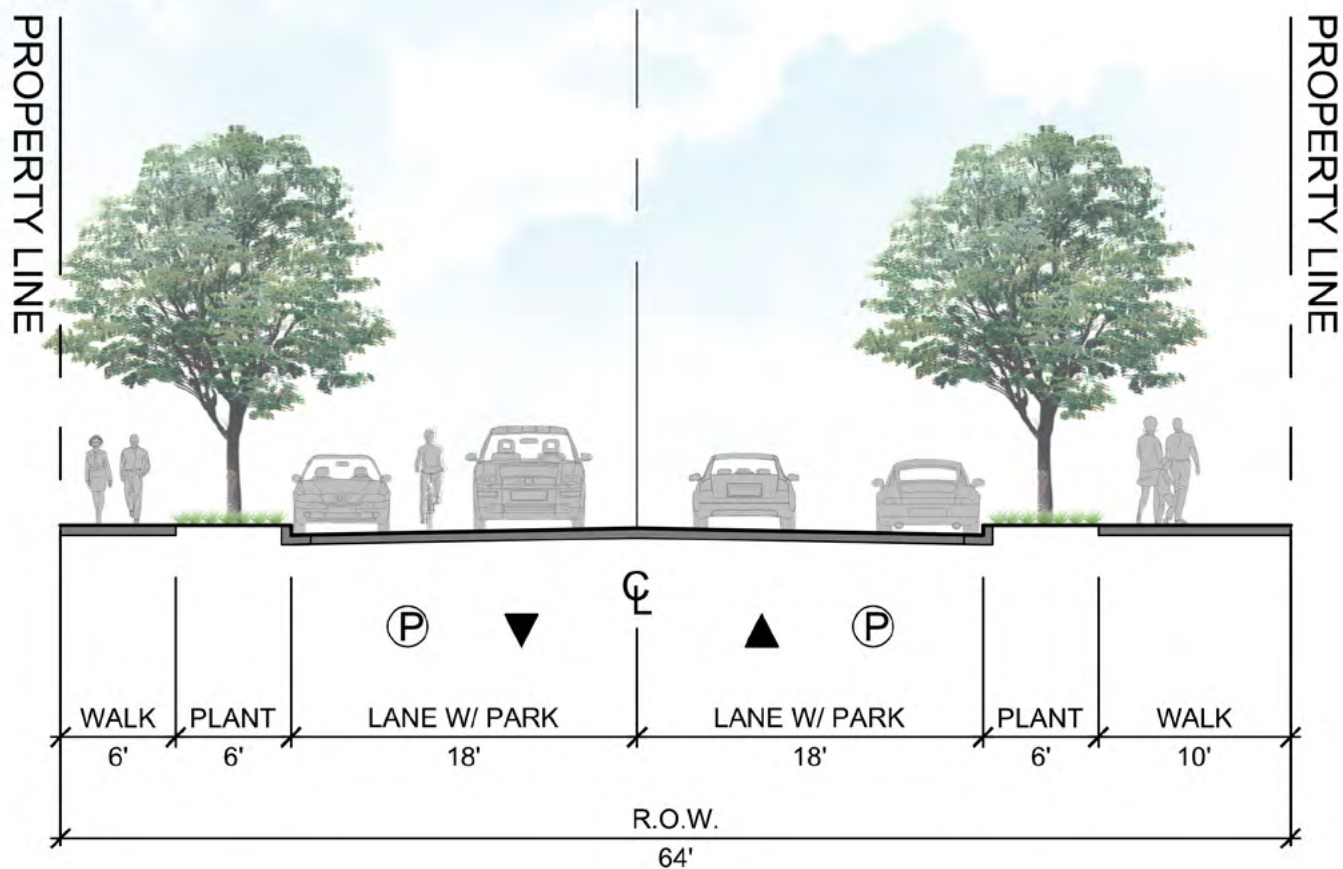


Figure 40: Tarantino Drive Cross Section



## Recommended Street Trees

The Waterfront Marina presents a unique challenge for the health and growth of trees. The high winds and potential for saltwater intrusion due to sea level rise limit the viability of many standard street trees. The following are recommended street trees that have been successful in similar situations previously. At the time of development, a qualified Landscape Architect should determine the tree species based on on-site conditions.

- *Ulmus davidiana* var. *japonica* 'Emerald Sunshine' (Emerald Sunshine Elm)
- *Laurus nobilis* (Bay Laurel)
- *Tristaniaopsis laurina* (Water Gum)
- *Arbutus unedo* 'Marina' (Marina Strawberry Tree)
- *Corymbia citriodora* (Lemon Scented Gum)
- *Metrosideros excelsa* (New Zealand Christmas Tree)
- Other species deemed appropriate by the City



Water Gum



Lemon Scented Gum



Emerald Sunshine Elm



Marina Strawberry Tree



New Zealand Christmas Tree



Bay Laurel

## Public Transit

The Waterfront Marina has the unique opportunity to leverage multiple forms of public transit to increase connectivity, visitation, and access.

### Amtrak

The Martinez Amtrak Station provides access to higher order transit immediately southwest of the Waterfront Marina site. Servicing both regional and national train and bus routes, the station has the potential to bring both weekday and weekend visitors.



Amtrak

### Ferry/Water Taxi Service

As part of WETA's 2050 Service Vision and Business Plan, the potential of ferry service from the cities along the Carquinez Strait to San Francisco is being explored. The City has been working with WETA and CCTA over the years to position the Waterfront Marina as a potential stop or terminal. If WETA ultimately selects the Waterfront Marina to host a ferry terminal, previous studies have identified that the western side of the Fishing Pier causeway would be the most viable location.

Water taxi service, which utilizes a smaller watercraft, is another water-based transportation option. A water taxi, either publicly or privately operated, could enter the Marina and utilize a dock adjacent to the Harbormaster's Office.

The City shall continue to engage in efforts to bring water-based transportation to the Waterfront Marina.



Ferry



Water Taxi

### Bus/Shuttle Service

There are currently no direct bus lines in the Waterfront Marina; however, directly adjacent to the Marina is the Martinez Amtrak station, which has local, regional and greater distance bus routes to other multimodal transportation destinations.

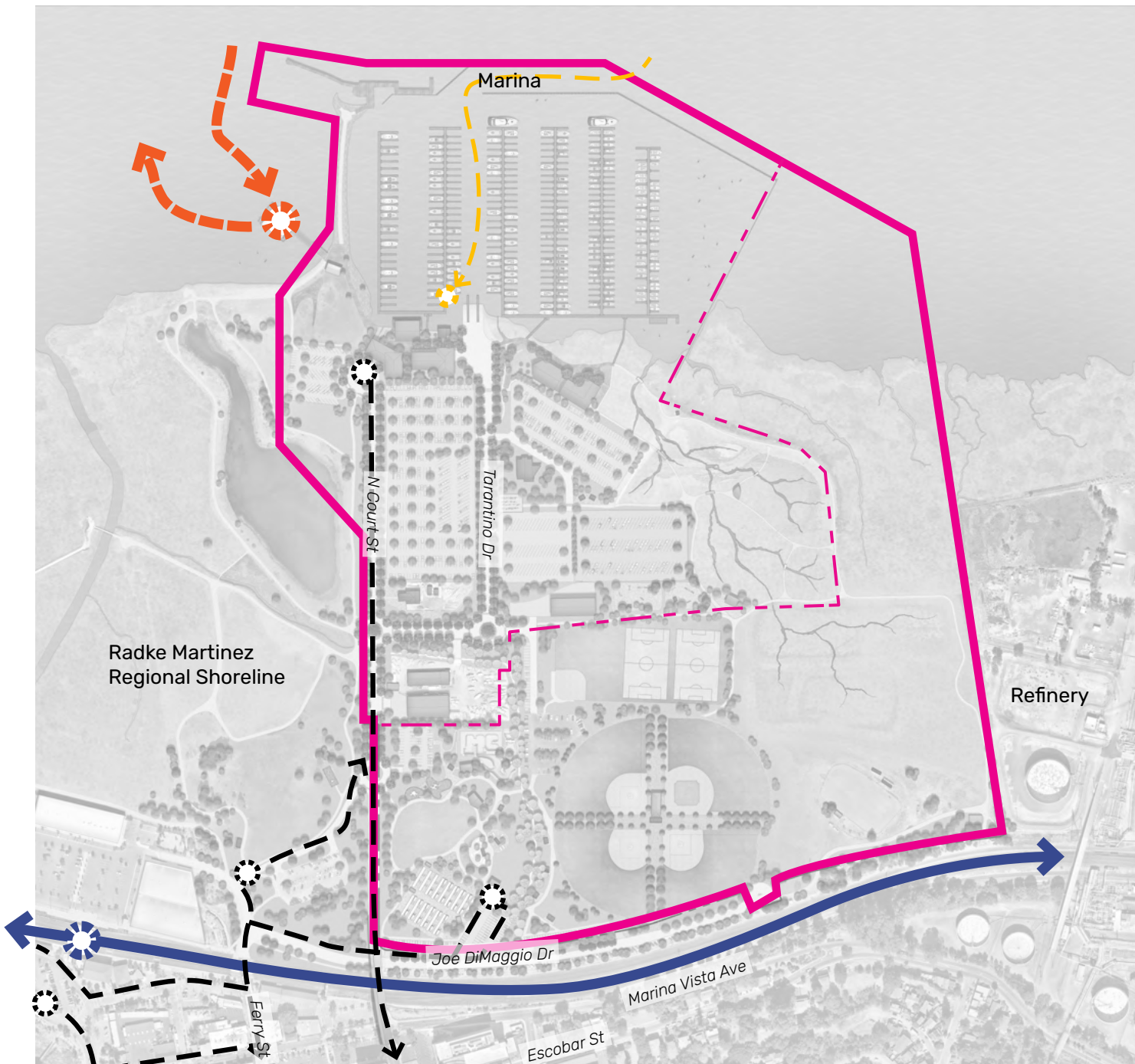
Direct bus or shuttle service would benefit the Waterfront Marina as growth occurs due to the increased visitation and with a potential ferry or water taxi terminal. The City shall continue to partner with CCTA on transportation methods and service alternatives, including autonomous shuttles, to provide a high level of service.



Autonomous Shuttle

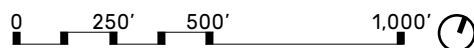
# Public Review Draft

Figure 41: Transit Network Plan



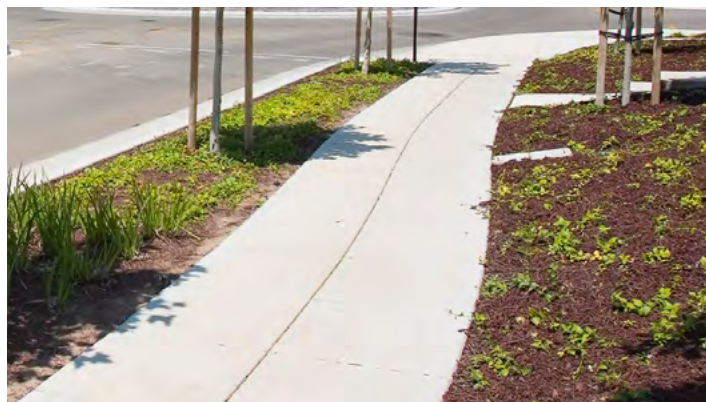
## Legend

- Waterfront Marina
- Capitol Corridor
- Martinez Amtrak Station/Proposed Martinez Bus/Shuttle Stop
- Proposed WETA Ferry Service
- Proposed WETA Ferry Terminal
- Proposed Water Taxi Service
- Proposed Water Taxi Service Terminal
- Proposed Martinez Bus/Shuttle
- Proposed Martinez Bus/Shuttle Stop



## Pedestrian Connectivity

The Plan builds upon the trails and pedestrian facilities existing on the site, seeking to close gaps and provide a diversity of experiences for all users. The Plan proposes detached sidewalks on all streets, that connect to plazas and concrete paths in the Waterfront Park and Marina Promenade. Extending farther out are trails and multi-use pathways that provide a more natural experience in the Tidelands and Radke Martinez Regional Shoreline. Seating and hydration opportunities shall be provided throughout the pedestrian network.



Sidewalk

## Bicycle Connectivity

Leveraging the flat topography of the site and proximity to the San Francisco Bay Area Trail, cyclists can access the Waterfront Marina through the multi-use pathways and Class III shared, on street bike routes. Bike racks, and self-serving bicycle repair stations shall be proportionately distributed throughout the site based on demand.



Concrete Pathway



Bike Racks



Multi-Use Pathway

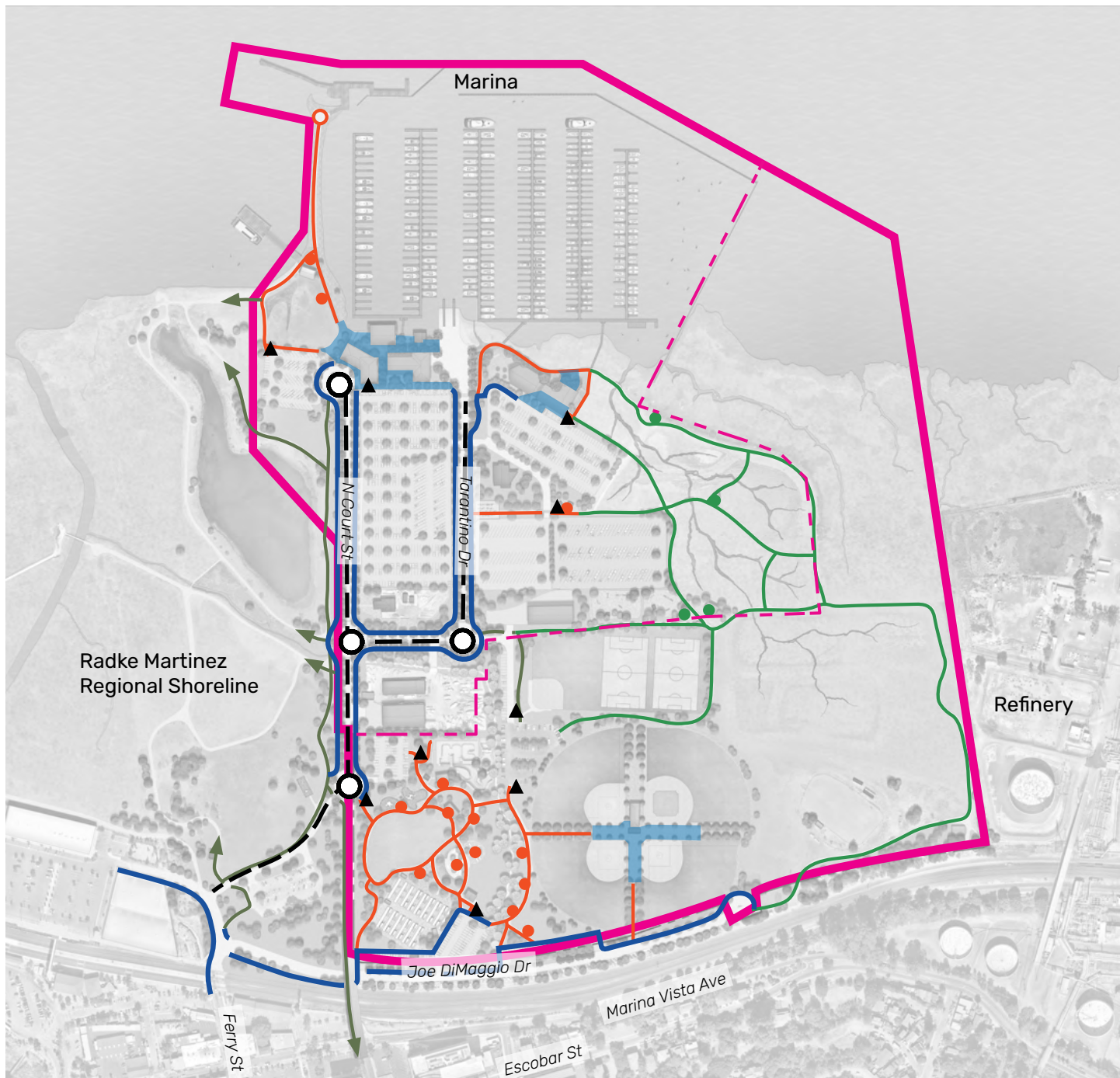


Bicycle Repair Stations



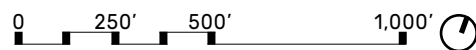
Trail

**Figure 42:** Pedestrian Connectivity Plan



## Legend

- |  |                               |  |                      |  |                                |
|--|-------------------------------|--|----------------------|--|--------------------------------|
|  | Waterfront Marina             |  | Sidewalk             |  | Plaza                          |
|  | Martinez Trust Lands Boundary |  | Pathway              |  | Seating Opportunity            |
|  | Parking Lot                   |  | Multi-Use Pathway    |  | Recommended Bike Rack Location |
|  |                               |  | Trail                |  |                                |
|  |                               |  | Class III Bike Route |  |                                |



## Sustainability

The vision for the Waterfront Marina promotes sustainability, enhances the Waterfront Marina's resilience to climate change, and improves the surrounding marine environment through its holistic design approach. The Waterfront Marina would be comprised of enduring, high-performance spaces that enhance social well-being, restore natural ecologies, and protect vulnerable environments.

Throughout the design and implementation of the plan, the latest best practices and industry standards should be utilized to ensure that projects are in alignment with established sustainability goals and targets. In particular, the Waterfront Marina should emphasize the following.

### Promote Resilience and Biodiversity

The Plan highlights the re-engagement with the natural environment through the tidelands restoration. This preservation and enhancement of the marine tidelands ecosystem should promote biodiversity and may also include ethno-botanical plantings that celebrate traditional local Native American practices.

Additionally, the tidelands would be an example of leveraging nature-based solutions to help the Waterfront Marina to withstand climate-related shocks and stressors related to sea level rise and king tide flooding. This biodiverse and functional landscape would provide increased opportunities for visitors to develop a meaningful relationship to the local culture and native ecology.

### Enhance Water Quality and Water Conservation

Located along the Carquinez Strait, the enhancement of water quality and support of best practices for stormwater management at the Waterfront Marina are critical for the sustained health of the regional water systems. The preservation of tidelands would facilitate this, by cleaning runoff prior to the water entering the strait. Additionally, all improvements within the Plan area would need to be compliant with California's Stormwater Pollution Prevention Plan ("SWPPP") requirements.

As California continues to experience intensifying cycles of drought, the Waterfront Marina should also adopt sustainable water conservation practices. This would include being strategic about the amount of water intensive landscapes, such as lawns, to only be maintained where the lawn is supporting active recreation and gathering uses. Elsewhere, the proposed landscapes should utilize lower water use plants with California native and adapted species selection. All landscape improvements will also need to demonstrate compliance with the Model Water Efficient Landscape Ordinance ("MWELO").

### Improve Energy Efficiency

Strategies for improving energy efficiency should be built into the implementation of the Plan as well. These could include building-based strategies such as solar, passive heating and cooling approaches, smart technology, and fixture selection. Energy efficiency could also be applied site wide, with an increased reliance on solar powered lighting with sensor controls, support for electrical vehicles, and electrification of maintenance/transportation equipment and vehicles. These efforts would also support the economic sustainability of the Waterfront Marina, by reducing operational costs long term.

### Reduce the Carbon Footprint

The implementation of the Plan should also focus on minimizing the Waterfront Marina's embodied and operational carbon footprint. The Plan highlights an increased tree canopy at the Waterfront Marina, which would maximize carbon sequestration. Meanwhile, material selection for paving, site furniture selection, and other detailed design decisions could also minimize carbon emissions throughout the project's entire lifecycle (production through operation).

### Sustainable Certification

Maximizing the future sustainability of the Waterfront Marina may also include the pursuit of various certifications, including but not limited to: CALGreen, LEED, Living Building Challenge (LBC), Sustainable SITES Initiative, International Living Future Institute, or others.

## Marina Operations

Currently the Marina supports primarily recreational boating and includes a Harbormaster's Office, laundry, showers, restrooms, pump out services, public launch ramp, and guest dock. The Marina has limited navigation depths due to sedimentation, and the facilities are in poor condition as described previously in this document.

The Marina would be dredged to its full navigational depth, and the proposed repaired and upgraded breakwater system would provide better and longer term protection from wind and wave effects on the infrastructure, as well as sedimentation, thereby improving Marina operations and reducing maintenance costs over the long-term.

## Recreational Boating

As envisioned, a new and improved Marina would be expected to further support recreational boating through expanded slips (both in terms of number of slips and available slip sizes), new/upgraded utilities and amenities, such as a fuel dock and pump out station, continued access to a guest dock and public launch ramp, and continued opportunities to host liveaboards. The Marina would be supported by the enhanced landside amenities such as the restaurant/café, parking, and other amenities in the proposed plan.

## Commercial Fishing and Charters

In addition to recreational boaters, the Marina has the potential to expand its use by commercial vessels such as fishing charters, and/or support for other municipal or governmental watercraft.

## Small, Non-motorized Watercraft

Expanded use of the marina would also include support and dedicated areas for non-motorized uses such as paddleboards, kayak, and canoes. This includes the addition of a publicly accessible kayak launch and storage facilities, and rentals.

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# 5

## **Priorities and Sequencing**

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**Waterfront Marina**  
Trust Lands Use Plan

## Initial Activations

Initial activations offer improvements that do not require excessive groundwork or fiscal commitments. Efforts to implement some of these have already begun while others These are simple, effective projects that the City can complete early in the development process to increase visitation and demonstrate progress.

## Dog Park Enhancements

As a well-supported use by dedicated members of the community, the City should seek ways to enhance and improve the existing dog park. Improvements may include the installation of dog agility course equipment and other naturalistic dog play equipment such as logs and boulders, along with amenities that are geared towards their human counterparts such as entryway enhancements, grooming tables, and additional shade and seating opportunities. As part of the enhancement process, the City should balance the cost of investments in the existing dog park with the long-term plan for relocating the dog park.



## Kayak Launch

Despite the lack of a dedicated small craft launch, kayakers and paddleboarders are still active users of the Marina and cove west of the Fishing Pier. To service the existing users and encourage new users, the City should partner with Almar, the marina concessionaire, to install and operate a kayak/small handcraft launch in the Marina.

## Dry Storage

The City should partner with Almar, the marina concessionaire, to install and operate a dry storage facility for recreational boats. This will encourage boaters to utilize the Martinez Marina's launch ramps while providing a convenient alternative for those that would like to store their boats out of the water.



## Site Furnishings and Public Art

The City should develop and implement an amenity program that includes site furnishings and public art to encourage the use and enjoyment of the Waterfront Marina. The selected site furnishings and art pieces should reinforce the Waterfront Marina character and have the potential to be relocated as the Waterfront Marina develops. The selected art pieces may be varied and may include murals, banners, or sculptures among other forms. The selection process should be used as a method to engage the community and raise awareness of the Waterfront Marina. This may include through an open call for submittals or by allowing the community to vote on selected pieces.

## Interpretive Signage and Trail Markers

As part of the City's application for a Prop 68 grant, an interpretive signage program was developed and panel content created for installation at the Waterfront Marina site. While the application was ultimately not selected for funding in 2021, the City should seek other funding opportunities for the installation of the interpretive signage. Additionally, the City should partner with EBRPD to identify trail loops and install trail signage and mile markers on the trails that span the Waterfront Marina and Radke Martinez Regional Shoreline.



## Programming Consultant

The Waterfront Marina currently has an active calendar of events that are hosted by many different organizations. To help coordinate these events and to begin developing and hosting additional events at the Waterfront Marina, the City should partner with a programming consultant. The programming consultant can help the City facilitate and curate waterfront events while developing a cohesive branding and image for the Waterfront Marina.

## Waterfront Events

The City should continue to host events at the Waterfront Marina and add additional events to the calendar. To the extent possible, events should leverage the unique aspects of the waterfront that will help attract attendees. This could be related to the water, such as regattas, or to the consistent wind, such as a kite flying festival.



## Implementation Priorities

Due to the complexities and uncertainties surrounding the implementation of improvements, there is a highly variable timeline for when specific improvements may be completed. Some of the challenges include regulatory and permitting, unclear or competitive funding sources, market conditions, identification of partnerships, and staff capacity. To help guide the City's future efforts improvements have been prioritized. As improvements are completed, the City should periodically reevaluate and reprioritize the outstanding improvements. SB1424's requirement to submit a detailed report of Trust Lands uses every five years, beginning in 2025, may serve as a natural point to complete a reprioritization.

An updated Market Analysis should be completed within three years of the completion of marina improvements, augmented access, and ferry service or after 20 years whichever is sooner. If conditions have significantly changed, the plan should be updated. For instance, there may be a need for expanded commercial operations to subsidize the other marina operations and improvements.

### Marina Improvements

#### Fishing Pier Renovations

As part of the Federal Government's Consolidated Appropriations Act of 2023, the City received a Community Project Funding (CPF) Grant (B-23-CP-CA0236) for a total of \$2,547,600 to fund the renovation of the Martinez Municipal Fishing Pier. As part of this project maintenance and improvements to the earthen-rubble peninsula and western breakwater are anticipated, as well as upgrades to the pier deck itself. The City shall prioritize the next steps to renovating the Fishing Pier, including completing the required NEPA Review, environmental permits, and construction.

Priority Level: Near-Term

Estimated Investment: \$2.5 million

#### Eastern Seawall Repairs

Due to the condition of the Eastern (Type D) Seawall and its impacts on the marina basin, it is recommended that while completing the Fishing Pier Renovations the City also prioritize repairs to this structure. By repairing the Eastern Seawall and addressing the existing structural deficiencies and over-topping of this wall, the wave action and sedimentation issues would be greatly improved and allow for further investments in the marina infrastructure to be protected. Permits to complete the maintenance and repairs of the eastern seawall was originally obtained in 2011, however the work was never completed. The City should work with the permitting agencies to renew/update the permits and seek grant funding to complete the design and repairs.

Priority Level: Near-Term

Estimated Investment: \$2-3 million

#### Northern Breakwater Repairs

Similar to the Eastern Seawall, the Northern Breakwater (Type C) will need to be maintained and repaired. While the slightly better condition and taller height of the Northern Breakwater reduce the urgency in comparison to the Eastern Seawall, maintenance and repairs remain necessary to protect further investments in the marina infrastructure. As the Fishing Pier Renovations are completed, the City should complete the permitting, and engineering necessary to seek grant and other funding for the Northern Breakwater in conjunction with the completion of Eastern Seawall Repairs.

Priority Level: Near-Term

Estimated Investment: \$2.5-3 million

## **Dock and Pile Replacement**

With the existing docks and piles being at the end of their usable lifespan, and unable to be repaired or maintained to code, it is anticipated that the entire dock system will need to be replaced with a modern system. A replacement of the dock system also provides the opportunity expand the number and types of slips offered, add and upgrade utilities and amenities, such as a pump out station or fuel dock, and support small, non-motorized watercraft. In order to maintain on-going marina operations, it is anticipated that the docks would be replaced in phases with dredging of the full marina basin being completed in parallel. It is recommended that the City seek to have the dock and pile replacement completed as part of a long-term lease with a marina concessionaire.

Priority Level: Mid-Term

Estimated Investment: \$14-17 million

## **Full Marina Basin Dredge**

In order to restore the full use of the marina basin, a full dredge will be required to remove the accumulated sedimentation. This should be coordinated and completed in parallel with the dock replacement, and after breakwater repair to at least the eastern seawall, to expedite the process and open newly completed areas simultaneously. With the completion of a full marina dredge, the City will then be able complete periodic maintenance dredges to manage future sedimentation and preserve the full use of the Marina. This project will also require additional design, permitting, and construction services.

Priority Level: Mid-Term

Estimated Investment: \$2.5-3 million

## **Marina Entry Breakwater Extension**

As part of previous marina studies, a reconfiguration and extension to the breakwater at the marina entry has been proposed in order to better attenuate wave action from coming directly into the Marina. This has the potential to increase the usable lifespan of marina infrastructure while also reducing the sediment load that reaches the marina basin. Because full use of the Marina can be achieved without an extension to the marina entry breakwater, the City should prioritize the other necessary marina improvements before completing this improvement.

Priority Level: Long-Term

Estimated Investment: \$2.5-3 million

## **Recreational Element**

As part of the community outreach process, participants identified a desire for a recreational element on the east of the Marina as part of the Eastern Seawall repairs. This could be an earthen-rubble mole similar to the one leading to the Fishing Pier on the west side of the Marina and allow for pedestrian access, fishing, or small, non-motorized watercraft to be launched into the Marina. Due to the cost and permitting challenges associated with such a structure and the urgency to repair the Eastern Seawall, it is highly recommended that this only be considered and prioritized after the completion of the other marina and landside improvements.

Priority Level: Long-Term

## Augmented Access

The limited and constrained access to the Waterfront Marina has been a noted concern for both emergency and full public access for some time. The 2013 Martinez Railway Overcrossing Study explored possibilities that ultimately led to at-grade improvements at Ferry Street and the Berrellesa Street at-grade crossing. Due to the regular occurrence of freight trains blocking the at-grade crossings, access concerns persist. The City should engage bridge and traffic engineers to determine the best method to augment access to the Waterfront Marina site. Due to the costs associated with grade-separated crossings at railways and other project complexities, it is expected that State and Federal grants will be required to fund construction. The City should regularly review and pursue grant and other funding opportunities as they become available and staff capacity allows.

Priority Level: Long-Term

## Ferry Service

Martinez's waterfront has a long history of providing water-based transportation to the residents of Contra Costa County. Since the original Martinez-Benicia Ferry ceased operations in 1962, the City has engaged in efforts to return passenger ferry service to the Waterfront Marina. Including as part of ferry terminal studies in 2002 and 2012, and currently as part of a Memorandum of Understanding with the Cities of Antioch, Hercules, and Pittsburg, Contra Costa County, the Eastern Contra Costa Transit Authority, and the Contra Costa Transportation Authority to complete a Feasibility Study for Expanded Ferry Service that addresses estimated ridership; evaluates fare structure; assesses operational and maintenance costs; assesses existing infrastructure; defines regulatory and permitting requirements; assesses connected mobility options for first and last mile to marinas; identifies and evaluates service plan options and operating parameters; evaluates possible management structures of the service; identifies options for funding the service; and develops initial operating assumptions and financial constraints.

The City shall continue to engage in efforts to bring passenger ferry or water taxi service to the Waterfront Marina.

Priority Level: On-going

# Public Review Draft

## Marina Village

As the future anchor of activity at the Waterfront Marina, the planning, implementation, and development of the Marina Village should remain a priority for the City. It is anticipated that the development of the Marina Village will include complexities related to the need to elevate the land to address sea level rise and the complexities related to any development and operational partnerships that may be pursued. The City shall review development and operational partnership structures and determine which is preferred. This may result in the City acting as the developer and operator, partnering with a full-service developer and operator, or any combination thereof. Once a preferred structure is determined, it is recommended that conceptual engineering and design be completed at the Marina Village site plan level. This will help guide incremental development of the Marina Village while providing the City the necessary information to regularly review grant and other funding opportunities related to protecting improvements and infrastructure from the existential threat of sea level rise.

Priority Level: Near-Term

Estimated Investment: \$45-50 million

## Waterfront Dining

As the preferred initial investment in the Marina Village, a Waterfront Dining establishment has the potential to serve existing users of the marina and waterfront while also attracting additional visitors. The City shall actively engage in discussions with interested restaurateurs to understand market potential and preferred lease structures. All decisions related to the Waterfront Dining shall consider how the larger Marina Village may be impacted.

Priority Level: Near-Term

## Café/Coffee Stand and Bait Shop

A Café/Coffee Stand and relocated Bait Shop will help to service the needs of the increased visitation to the Waterfront Marina. Complementing the Waterfront Dining in terms of offerings and operational hours, the Café/Coffee Stand and Bait Shop will also further the placemaking of the Marina Village with additional public realm enhancements. All decisions related to the Café/Coffee Stand and Bait Shop shall consider the larger Marina Village.

Priority Level: Mid-Term

## Casual Dining and Supporting Retail

As the third and final building in the Marina Village, it is anticipated that the Casual Dining will provide a more relaxed, fast-casual environment that complements the services of the Waterfront Dining and Café/Coffee Stand while serving the increased visitation to the Waterfront Marina. Additionally, the third building will include supporting retail opportunities that focuses on water-related products and services.

Priority Level: Long-Term

## Educational and Events Center

The Educational and Events Center will be critical in the evolution of the Waterfront Marina. The City shall identify potential partners and partnership structures for the operation and management of the Educational and Events Center. This may be with a single entity or multiple entities. Once a partnership has been established and funding secured, it is anticipated that the Bait Shop will need to be relocated before, or in conjunction, with the development of the Educational and Events Center.

Priority Level: Mid-Term

Estimated Investment: \$17-20 million

# Public Review Draft

## Tideland Restoration

The restoration of the spoils basins to tidelands that are hydrologically connected to the strait represents a unique opportunity to establish a high-quality, ecologically significant habitat with trails and interpretive signage close to the activity of the Marina Promenade and Waterfront Park. The establishment of this habitat also represents an opportunity to mitigate potential habitat impacts related to the marina and landside improvements. In conjunction with marina and landside improvements, the City shall develop a mitigation plan to address impacts and work with the appropriate resource agencies to implement. The mitigation plan should address the potential to bank mitigation credit for future Waterfront Marina projects and the potential to phase restoration.

Priority Level: Mid-Term

Estimated Investment: \$3-4 million

## Enhanced Dog Park

Serving an existing user base, it is anticipated that the Temporary Dog Park will evolve into a Enhanced Dog Park with expanded amenities for dog and human interaction and be relocated closer to Waterfront Park. The City shall consider implementation of a Enhanced Dog Park in coordination with the implementation of the Tideland Restoration and Dry Storage facility for boats to minimize impacts.

Priority Level: Mid-Term

Estimated Investment: \$1-1.2 million

## Dry Storage

Serving boat owners that prefer to keep their boat on a trailer when not in use, a dry storage facility has the potential to increase the usage of the launch ramps and supporting marina services, while generating its own revenue. A small dry storage facility shall be established in conjunction with the marina concessionaire as part of the Initial Activations. As demand for dry storage and the larger Waterfront Marina site develops, it is anticipated a larger dry storage facility will be viable. The City shall review the implementation of a dry storage facility in coordination with the implementation of the Tideland Restoration and Enhanced Dog Park and consider how it may be expanded to serve increasing demand.

Priority Level: Mid- to Long-Term

Estimated Investment: \$2-2.5 million

## Waterfront Park

Through the Waterfront Marina visioning process, enhancements to Waterfront Park were identified that complement the existing and proposed uses. It is recommended that the City consider and incorporate these proposed enhancements into subsequent updates to the Martinez Park System Master Plan.

Estimated Investment: \$3.4-4.5 million

## Community Stage

With the siting challenges and anticipated removal of the existing amphitheater, the need for a space to host larger gatherings was identified in the community outreach process. A community stage located in Waterfront Park will support existing events that currently utilize the event lawn with a temporary stage. With careful consideration of the canopy structure, the space can operate as a stage for large events and a large picnic pavilion throughout the rest of the year.

Priority Level: Near-Term

## **Expanded Skate Park**

Building off the existing skate park, the City shall expand the facility in its current location to offer a wider variety of offerings for skaters of all ability and experience levels.

Priority Level: Mid-Term

## **Picnic Pavilions**

The City shall work to increase the number of picnic pavilions and public gathering opportunities throughout Waterfront Park. Pavilions/public gathering spaces should be of varying sizes to accommodate differing group sizes and be distributed throughout the park.

Priority Level: Near- to Mid-Term

## Development Scenarios

The following development scenarios represent potential futures for the Waterfront Marina in the Near-, Mid-, and Long-Term. While every effort has been made to develop realistic and plausible scenarios based on the best information available at the time, many of the proposed improvements rely on undetermined partnerships, complex approvals, and unidentified funding sources. These development scenarios should serve as a guide to be worked towards but should not preclude the pursuit or reprioritization of improvements as opportunities may arise.

### Near-Term Development

In the near-term, the City should focus on initial activations, 'shovel-ready' projects to show progress and create momentum while laying the foundation for the mid- and long-term priorities.

The following are key developments to be prioritized in the near-term:

### City Trust Lands

- Completion of Fishing Pier Improvements
- Completion of Eastern Seawall and Northern Breakwater Repairs and Improvements
- Removal of Docks 'E' and 'F'
- Designation of Small and Non-motorized Watercraft Zone
- Installation of Kayak Launch
- Implementation of Sea-level rise resilience methods between North Court Street and Tarantino Drive
- Construction of Waterfront Dining Restaurant
- Addition of Dog Agility Course and Amenities
- Initial Dry Storage Facility

### Non-City Trust Lands

- Completion of a Community Stage
- Installation of additional Picnic Facilities

**Table 1:** Near-Term Use Matrix

Program	Existing Qty.*	Proposed Qty. Units
<b>Food and Beverage</b>		
<i>Waterfront Dining</i>		5,000 ft <sup>2</sup>
<b>Commercial/Retail</b>		
<i>Bait Shop</i>	1,800	ft <sup>2</sup>
<b>Community Institutional</b>		
<i>Martinez Yacht Club</i>	4,000	ft <sup>2</sup>
<i>Sea Scouts</i>	2,700	ft <sup>2</sup>
<b>Marine</b>		
<i>Marina</i>	267	Slips
<i>Public Launch</i>	4	Ramps
<i>Eagle Marine</i>	18,500	ft <sup>2</sup>
<i>Dry Storage</i>		55 Spaces

 New or Expanded Programs

\* Note: Approximate building/facility area only. Total area of leased premise not included.

### Illustrative Plan Use Key

#### Uses on City Trust Lands

- 1 Renovated Fishing Pier
- 4 Kite Area
- 5 Waterfront Dining
- 9 Harbormaster's Office
- 10 Launch Ramp
- 11 Public Small Craft Launch
- 12 Small Craft Zone
- 13 Repaired Eastern Seawall and Northern Breakwater
- 15 Yacht Club
- 16 Day Boater Parking
- 17 Dry Storage
- 18 Maintenance and Storage
- 19 Sea Scouts
- 20 Eagle Marine
- 24 Improved Dog Park



#### Uses on Non-City Trust Lands

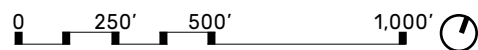
- 25 Picnic Pavilion
- 27 Community Stage

Figure 43: Near-Term Illustrative Plan



## Legend

-  Waterfront Marina
-  Martinez Trust Lands Boundary



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## Mid-Term Development

The mid-term development scenario represents the greatest visible improvement to the Waterfront Marina. The foundation that was laid in the near-term will be leveraged for the establishment of many of the public facing improvements, creating an active and thriving Waterfront Marina.

The following are key developments to be prioritized in the mid-term:

### City Trust Lands

- Completion of Bait Shop and Fish Market
- Continued improvements of the Marina, including Dredging and Dock Replacement
- Partnership and Construction of Educational and Events Center
- Initial Phase of Tidal Restoration and Mitigation
- Relocated and Enhanced Dog Park
- Expanded Dry Storage

### Non-City Trust Lands

- Expanded Skate Park
- Installation of additional Picnic Facilities and other Public Gathering Opportunities

**Table 2:** Mid-Term Use Matrix

Program	Existing Qty.*	Proposed Qty. Units
<b>Food and Beverage</b>		
<i>Waterfront Dining</i>		5,000 ft <sup>2</sup>
<i>Café/Coffee Stand</i>		1,500 ft <sup>2</sup>
<b>Commercial/Retail</b>		
<i>Bait Shop and Fish Market</i>		9,600 ft <sup>2</sup>
<b>Community Institutional</b>		
<i>Martinez Yacht Club</i>	4,000	ft <sup>2</sup>
<i>Sea Scouts</i>	2,700	ft <sup>2</sup>
<i>Educational and Events Center</i>		15,000 ft <sup>2</sup>
<b>Marine</b>		
<i>Marina</i>		328 Slips
<i>Public Launch</i>	4	Ramps
<i>Eagle Marine</i>	18,500	ft <sup>2</sup>
<i>Dry Storage</i>		64 Spaces

 New or Expanded Programs

\* Note: Approximate building/facility area only. Total area of leased premise not included.

## Illustrative Plan Use Key

### Uses on City Trust Lands

- 1 Renovated Fishing Pier
- 2 Fuel Dock
- 4 Kite Area
- 5 Waterfront Dining
- 7 Café/Coffee Stand
- 8 Bait Shop/Fish Market
- 9 Harbormaster's Office
- 10 Launch Ramp
- 11 Small Craft Rentals and Public Launch
- 12 Small Craft Zone
- 13 Repaired Eastern Seawall and Northern Breakwater
- 14 Educational and Events Center
- 15 Yacht Club
- 16 Day Boater Parking
- 17 Dry Storage
- 18 Maintenance and Storage
- 19 Sea Scouts
- 20 Eagle Marine
- 21 Tideland Restoration and Passive Recreation
- 22 Viewing Platform
- 23 Trailhead Picnic Area
- 24 Enhanced Dog Park



### Uses on Non-City Trust Lands

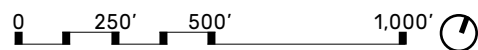
- 25 Picnic Pavilion
- 26 Expanded Skate Park
- 27 Community Stage

Figure 44: Mid-Term Illustrative Plan



## Legend

-  Waterfront Marina
-  Martinez Trust Lands Boundary



# Public Review Draft

## Long-Term Development

The long-term development scenario includes improvements with the greatest complexities or longest lead times. These are improvements that will enhance the already active waterfront.

The following are key developments to be prioritized in the long-term:

### City Trust Lands

- Completion of Casual Dining Restaurant and Expanded Retail Space
- Ferry Terminal and Pavilion
- Expanded Dry Storage
- Shuttle to Martinez Amtrak Station and Downtown

### Non-City Trust Lands

- Completion of Augmented Access
- Completion of Tidal Restoration and Mitigation

**Table 3:** Long-Term Use Matrix

Program	Existing Qty.*	Proposed Qty. Units
<b>Food and Beverage</b>		
<i>Waterfront Dining</i>		5,000 ft <sup>2</sup>
<i>Café/Coffee Stand</i>		1,500 ft <sup>2</sup>
<i>Casual Dining</i>		3,500 ft <sup>2</sup>
<b>Commercial/Retail</b>		
<i>Bait Shop and Fish Market</i>		9,600 ft <sup>2</sup>
<i>Commercial/Retail</i>		6,400 ft <sup>2</sup>
<b>Community Institutional</b>		
<i>Martinez Yacht Club</i>	4,000	ft <sup>2</sup>
<i>Sea Scouts</i>	2,700	ft <sup>2</sup>
<i>Educational and Events Center</i>		15,000 ft <sup>2</sup>
<b>Marine</b>		
<i>Marina</i>		328 Slips
<i>Public Launch</i>	4	Ramps
<i>Eagle Marine</i>	18,500	ft <sup>2</sup>
<i>Dry Storage</i>		162 Spaces
<i>Ferry/Water Taxi Service</i>		--

 New or Expanded Programs

\* Note: Approximate building/facility area only. Total area of leased premise not included.

## Illustrative Plan Use Key

### Uses on City Trust Lands

- 1 Renovated Fishing Pier
- 2 Fuel Dock
- 3 WETA Ferry Pavilion and Dock
- 4 Kite Area
- 5 Waterfront Dining
- 6 Casual Dining
- 7 Café/Coffee Stand
- 8 Bait Shop/Fish Market
- 9 Harbormaster's Office
- 10 Launch Ramp
- 11 Small Craft Rentals and Public Launch
- 12 Small Craft Zone
- 13 Repaired Eastern Seawall and Northern Breakwater
- 14 Educational and Events Center
- 15 Yacht Club

- 16 Day Boater Parking
- 17 Dry Storage
- 18 Maintenance and Storage
- 19 Sea Scouts
- 20 Eagle Marine
- 21 Tideland Restoration and Passive Recreation
- 22 Viewing Platform
- 23 Trailhead Picnic Area
- 24 Enhanced Dog Park



### Uses on Non-City Trust Lands

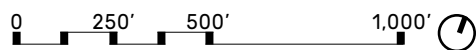
- 25 Picnic Pavilion
- 26 Expanded Skate Park
- 27 Community Stage
- 28 Augmented Access over Railroad

Figure 45: Long-Term Illustrative Plan



## Legend

-  Waterfront Marina
-  Martinez Trust Lands Boundary



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# 6

## **Financing**

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**Waterfront Marina**  
Trust Lands Use Plan

## Waterfront Marina Financial Overview and Future Revenue Opportunity

### Current Financial Condition

The Waterfront Marina poses a challenge to the City's finances, as existing, the Waterfront Marina's assets do not generate enough revenue to support costs or pay back the City's debts. The City's Marina Services Enterprise Fund ("MSEF") accounts for activities related to the operations at the Marina. The MSEF includes revenues from lease payments, charges for services, property taxes, and government grants for capital improvement projects.

In the audited Fiscal Year 2021/2022 (as of June 30, 2022), the MSEF had a net deficit with total liabilities of \$2,111,239, primarily made up of State loans which the City has been unable to sufficiently pay, totaling approximately \$1.8 million. Furthermore, rents from current commercial leases do not contribute enough revenue to pay back State debt obligations; therefore, public tax dollars are largely subsidizing the Waterfront Marina. Revenue from rents and leases make up almost 95 percent of total revenues for the MSEF, with total operating revenues in 2022 at \$678,839. In 2022, total operating expenses of \$955,604 outpaced revenues, leaving an operating deficit of \$276,765. Of note, Almar's (Marina Operator) expenses and revenues are included in these financials, with \$552,693 in gross revenues and \$450,351 in expenses incurred by Almar and not the City. Almar only makes monthly revenue disbursements to the City when Almar's revenues exceed expenses and it is not uncommon for Almar to also operate in a deficit, especially during periods when siltation in the Marina has worsened and boating activity is minimized. The financial situation in the MSEF will continue to remain dire until the uses and associated revenues from the Waterfront Marina can financially contribute more to support operations and repayment of State loans.

Drawing additional investment to the Waterfront Marina could result in increased City revenues. New investment is, however, heavily dependent on Marina operations and improvements as the Waterfront Marina's main revenue driver. The Marina needs significant capital improvements before the City can make further investments in the Waterfront Marina to attract new visitors. Once improvements

are made to the Marina, there will be an opportunity to renegotiate current commercial leases to ask for a fair market rent that aligns with an improved Waterfront Marina, in addition to attracting new tenants and lessees.

The Plan presents an opportunity to make the Waterfront Marina a regional destination while also improving the City's financial situation. A renovated Marina would draw more boaters and attract other complementary uses which will enhance the Waterfront Marina and make it a destination for greater numbers of residents, employees, and visitors.

### Marina-related Projects

The City managed the following capital improvement projects in Fiscal Year 2022:

- Fishing Pier Renovations: The City submitted a federal earmark request in March 2022 to fund \$2,547,600 in renovations to the Fishing Pier and was subsequently selected for this award. Construction is planned for the second half of 2024.
- Marina Dredging: Concurrently, the City also undertook dredging at the Marina to remove and dispose of 32,400 cubic yards of sediment in three areas of the Marina, identified in Figure 15: Hydrographic Survey of 2022 Marina Dredging.

### Obligation to the State Lands Commission

Furthermore, pursuant to the Tidelands Transfer agreement with the California State Lands Commission, "20 percent of all annual gross revenues generated from the [Martinez] Trust Lands are to be transmitted to the [State Lands] Commission", limiting the amount of revenues the City can redirect to the MSEF in order to support operations and pay back legacy debt obligations. However, to improve the Trust Lands financial situation, the City worked with the State Lands Commission and local legislators to support funding via Assembly Bill 1686 (Grayson) to relieve Martinez of transmitting 20 percent of the Trust Lands revenues for a period of five years, starting January 1, 2024 until June 30, 2029.

## Lease Structures for Marina-Oriented Uses

A review of commercial leases at other comparable marinas in California informed recommendations for lease structures and rates for future uses on the Martinez Public Trust Lands. The analysis primarily focused on marinas operating on California State Public Trust Lands, but also included other publicly owned marinas in the state. The comparable marinas included:

- Pittsburg Marina, located on California Public Trust Lands
- Marina Del Rey Marina, owned by the County of Los Angeles
- Port of San Francisco, located on California Public Trust Lands
- Benicia Marina, owned by the City of Benicia

## Lease Structures

Each marina had a variation of commercial uses based on the geography and larger site context. However, four distinct commercial lease structures were generally used across all the marinas:

1. *Fixed Rent*: A predetermined, fixed dollar amount of monthly or annual rent.
2. *Escalating Rent*: Rent that escalates by a predetermined percentage or amount at specific intervals (e.g., annually).
3. *Percentage Rent*: A percentage of the tenant's gross revenue that is paid to the landlord, for certain types of goods or services. The applicable annual rent is often the higher of either a fixed minimum base rent or the specified percentage of gross revenue.
4. *Base Rent Plus Percentage Rent*: A modest fixed rent plus a percentage of gross revenue, both paid annually to the landlord.

The above lease structures range in the level of benefits to the lessee and lessor and are often negotiated based on local economic development policy goals, specifically on publicly-owned land.

## Lease Rates

The other comparable marinas also distinguished between the types of commercial uses to determine relevant lease rates for a minimum base rent and percentage of gross revenue to establish a benchmark for percentage rent leases at the Waterfront Marina.

Based on its proximity and similar regional market dynamics, the Pittsburg Marina was the most comparable marina, serving as a benchmark for market rate minimum rents for commercial spaces at the Waterfront Marina. Rents for two relevant commercial uses at Pittsburg Marina are highlighted below:

- Fishermen's Catch Market and Restaurant:
  - Applicable annual rent structure: Fixed rent
  - Fixed rent: \$1.10 per square foot, increasing at 5 percent annually
- Proposed Mixed-Use Development (Hotel, Banquet Hall, Two Restaurants): Although the proposed project is not on Public Trust Lands, it is located on City-owned land.
  - Applicable annual rent structure: Base rent plus percentage rent
  - Base rent: \$1.75 per square foot
  - Percentage rent: 3 percent of gross receipts and 1.5 percent of food and beverage receipts

The Pittsburg Marina's fixed rents provide a baseline for potential market rents at the Waterfront Marina and will serve as a minimum base rent for future uses at the Waterfront Marina.

In addition to establishing market comparable fixed rents for commercial uses, the State Lands Commission provided guidance on berth rates in the region as benchmarks for the Marina. Using 2022 Category 1 San Francisco Bay Area Benchmark rental rates, the approved market rate is \$11.90 per linear foot of berth size, which translates to \$0.23 per square foot of berth.

Similar to fixed rents, commercial uses with a percentage rent lease structure also demonstrate a range of percentages based on the type and size of business across all the comparable marinas.

**Table 4:** Range of Rates used in Percentage of Gross Revenue Rates

<b>Commercial Use</b>	<b>Percent of Gross Revenue Rates</b>
Berthing Charges	20 to 25%
Vending Machines	5 to 25%
Dry Boat Storage	10 to 25%
Parking Fees	20%
Yacht Club Initiation	15%
Hotel Rooms, Meeting Rooms	15%
Business Gross Receipts	3 to 12.5%
Served Alcohol	5 to 10%
Boat Sales	6 to 7%
Food and Beverage	1.5 to 5%

*Source: Pittsburg Marina, Marina Del Rey Marina, Port of San Francisco, Benicia Marina*

In general, food and beverage and smaller commercial spaces have percentage rents that range from 1.5 to 12.5 percent, with higher percentage rents for larger spaces and businesses, providing a baseline for future uses at the Waterfront Marina.

### Lease Considerations for the City of Martinez

Given the City’s goals and obligations to the State Lands Commission, the recommended structure for commercial leases on Martinez Public Trust Lands is percentage rent with a minimum base rent, offering the City a guaranteed minimum base rent during years when revenues are minimal, while also benefiting from future revenue increases. This lease structure also aligns with one of the approved methodologies for setting lease rates as set forth by the State Lands Commission.

Aligning with phased development at the Waterfront Marina, graduated or tiered lease rates for new commercial uses and the improved Marina may be necessary to allow time for revenues to stabilize. Additionally, long-standing uses with a demonstrable community benefit may receive consideration beyond what is described in the Plan. All lease agreements will be negotiated on a project by project basis and entered into in accordance with SB1424 and Martinez Municipal Code.

## Implications of Future Capital Improvements and Commercial Uses

### Purpose

To understand the financial implications of the future land use program and investments in the Waterfront Marina, the conceptual cash flow analysis calculates the net income to the City over a 20-year timeframe (Fiscal Year 2023/2024 to Fiscal Year 2042/2043). The analysis compares the City’s potential annual revenues to annual expenses as the Waterfront Marina undergoes redevelopment.

### Methodology

The cash flow considers existing and future revenue sources and expenditures that will result from the intensification of uses at the Waterfront Marina, and then compares the net income to the costs of capital improvements. Conversations with City staff, the comparable lease analysis research, and other market-supported sources informed assumptions for the cash flow model:

- Revenue sources include commercial rent revenue and other revenue generated from programming and events. Commercial rents followed the percentage rent lease structure as recommended, with a minimum base rent and using a low and high scenario of percentage gross revenues.
- Expenses include assumptions from the City’s Annual Financial report around professional services, routine operations and maintenance (O&M), capital maintenance, supplies and insurance related to the MSEF, in addition to assumptions around future dredging. The City does not bear all expenses at the Waterfront Marina, as some are borne by operators, concessionaires, and other partners.

As shown in Figure 46: Forecasted Operating Revenues and Expenses in Future Development Phases, after calculating the annual net income to the City, the cash flow model also demonstrates the 20 percent distribution of the City’s allocation of revenue on Trust Lands to the State Lands Commission, to accurately reflect revenue likely to be received by the City in future years. Furthermore, the costs of capital improvements across specific fiscal years correspond to the development phases

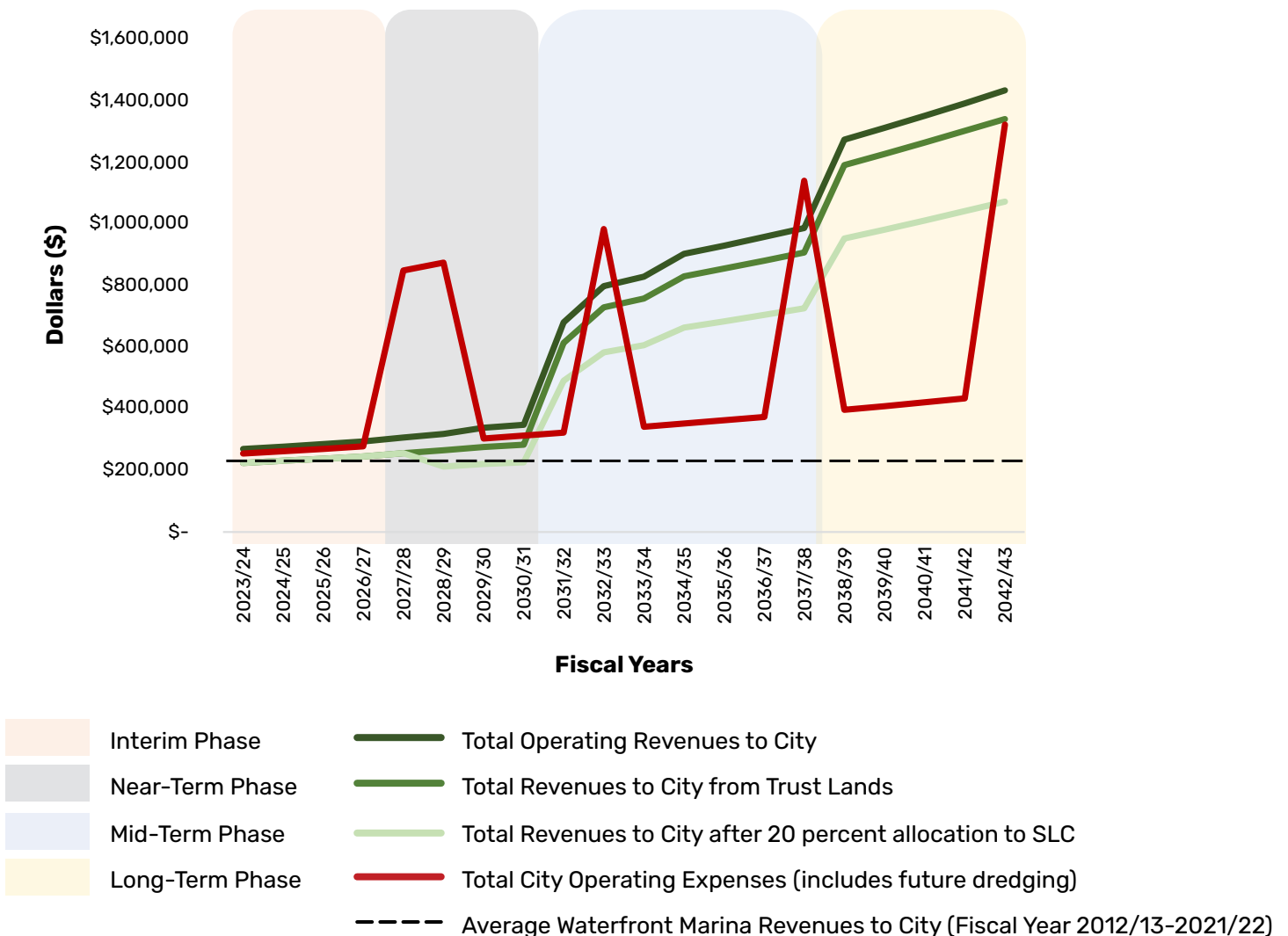
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at the Waterfront Marina. These phases indicate the Waterfront Marina’s relative stage of development as capital improvements move forward. The identified phases are as follows:

- 1. Interim Development (Fiscal Year 2023/2024 to Fiscal Year 2026/2027):** As Marina capital improvements are essential in activating the Waterfront Marina, the interim phase will include construction of the Fishing Pier, repair of the eastern seawall, partial repair of the breakwater, and the opening of an initial phase of dry storage.
- 2. Near-Term Development (Fiscal Year 2027/2028 to Fiscal Year 2030/2031):** Specifically, this phase will include completion of breakwater repairs, dredging, phased dock replacement over three years, and starting construction of the Marina Village, as well as expanded recreational uses at the Marina and Waterfront Park.

- 3. Mid-Term Development (Fiscal Year 2031/2032 to Fiscal Year 2037/2038):** During this phase, there will be a significant jump in revenue with the construction and completion of the Marina Village and the educational and events center.
- 4. Long-Term Development (Fiscal Year 2038/2039 to Fiscal Year 2042/2043):** During this phase, the expansion of visitor parking will take place, alongside the restoration of the Tidelands to provide a revitalized area for passive recreation, along with the completion of the dry storage facility.

**Figure 46:** Forecasted Operating Revenues and Expenses in Future Development Phases



## Cash Flow Implications

***The City will experience varying levels of revenue during different development phases.*** In the interim and near-term development phases, as the Marina undergoes capital improvements, revenue generation will be limited and primarily come from existing uses, such as operational berths at the Marina, rent from Eagle Marine, and revenue generated from picnic pavilions at the Waterfront Park. Towards the end of the near-term phase, as the Marina's improvements are completed, the mid-term development phase will see income to the City double. This increase will also be driven by the three-year escalation in percentage of gross revenue from the Marina, along with new revenue generated from programming on Trust Lands.

During the long-term development phase, when most of revenue-generating uses are fully constructed and operational (with the exception of ferry service), revenue from the Waterfront Marina will continue to increase.

***The Marina will remain the main revenue generator at the Waterfront Marina.*** Marina revenues will attribute approximately half of all projected gross revenue to the City. Given the recommended percentage rent structure for the Marina's revenue-generating uses, the City will presumably see an increase to funds received as the Marina reaches stabilized occupancy.

***As capital improvements are phased in over time, the City should explore and secure grants, debt financing, and other sources of funding.*** Given the scale of investment needed at almost \$120 million, revenue from commercial rents and programming at the Waterfront Marina will only cover a small percentage of capital improvement costs. Therefore, the City will need to consider alternative funding and financing mechanisms to fill the financing gap after accounting for the net income to the City.

***Revenue generating uses at the Waterfront Marina should be maximized to subsidize the costs of capital improvements.*** Given the potential for new revenue from future uses at the Waterfront Marina, the City should consider maximizing revenue-generating uses that also provide public amenities and align with public feedback from the engagement process. This approach will contribute to improving the state of the City's MSEF. This may include increasing the percentage rent charged for different commercial uses, an intensification and prioritization of large events that generate revenue from special event fees, and the design of the Educational and Events Center to accommodate specific events that generate higher revenue. Specific revenue-generating uses could include increasing food and beverage options and providing entertainment.

## Funding Approach

The Plan outlines a set of generational improvements that will be transformative – but they will also take years and significant, deliberate effort and leadership to realize. As demonstrated in the proposed future uses at the Waterfront Marina, the City will need to take a multi-layered approach to funding and financing mechanisms to realize the vision for the Waterfront Marina and must tap into multiple funding sources and mechanisms to ensure a consistent and flexible stream of funds. The proposed funding and financing options described below vary in the level of risk and flexibility that each of these options provide:

- **City Sources:** General fund, special revenue funds, ARPA and impact fees
  - *Advantages:* More City control on allocation of funds; ability to demonstrate grant funding leveraging City investment
  - *Risks:* Reallocation of funds for different uses may be politically challenging; likely to require annual budget renewals and requests
- **Local, State, Federal Grants and Allocations:** Economic development grants, marine-oriented grants, etc.
  - *Advantages:* No repayment required; may allow for immediate disbursement and use of funds
  - *Risks:* Competitive application process that does not guarantee award; compliance requirements may add time and costs to project; uncertainty due to limited and inconsistent funding available

- **Public-Private Partnership:** Partnership with private sector, non-profit operator(s), and inter-governmental agencies
  - *Advantages:* Ability to transfer some risk to partners; potential to enforce performance measures (including schedule and budget)
  - *Risks:* No guarantee of finding appropriate partners; requires long-term commitments from donors and other partners to maintain operations; reduced City control
- **Public Financing Mechanisms:** Waterfront Marina-specific general obligation bonds, and voter-approved measures
  - *Advantages:* Ability to tap into tax-exempt borrowing; potential to increase funds through voter-approved measures
  - *Risks:* Debt service costs; impact to credit rating and/or borrowing limits; extensive and costly public campaign required if voter approval and/or legislative action are required

Each of these mechanisms can also be used throughout the development cycle to fund a combination of design and planning, construction and operations and maintenance. Table 5: Funding and Financing Sources throughout the Development Cycle demonstrates how these different options can be strategically used, but will require individual strategies for each proposed use.

The City can reduce its risk by using other sources of capital to fund the full life cycle of the Waterfront Marina redevelopment. The burden should not solely rest on the City to make this once in a generation investment, but should include a range of partnerships locally, regionally, and state and federal levels to be successful.

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**Table 5:** Funding and Financing Sources throughout the Development Cycle

Potential Funding and Financing Mechanisms	Planning and Design				Construction				Operations and Maintenance			
	City Sources	Loc. and Fed. Grants	Public-Private	Public Financing	City Sources	Loc. and Fed. Grants	Public-Private	Public Financing	City Sources	Loc. and Fed. Grants	Public-Private	Public Financing
Capital and Marina Improvements												
<i>Marina Improvements</i>	■	■	■		■	■	■		■		■	
<i>Ferry Service</i>	■	■	■			■	■		■		■	
<i>Augmented Access</i>	■	■	■			■			■			
Commercial and Retail												
<i>Marina Village</i>	■	■	■			■	■	■	■		■	■
<i>Waterfront Dining</i>	■	■	■			■	■	■	■		■	■
<i>Casual Dining</i>	■	■	■			■	■	■	■		■	■
<i>Café/Coffee Stand</i>	■	■	■			■	■	■	■		■	■
<i>Bait Shop/Fish Market</i>	■	■	■			■	■	■	■		■	■
<i>Educational and Events Center</i>	■	■	■			■	■	■	■		■	■
Waterfront Park												
<i>Expanded Skate Park</i>	■	■			■	■		■	■		■	■
<i>Dog Park Enhancements</i>	■	■			■	■		■	■		■	■
<i>Community Stage</i>	■	■			■	■		■	■		■	■
<i>Picnic Pavilions</i>	■	■			■	■		■	■		■	■
Tidelands Restoration and Parking Expansion	■	■			■	■		■	■		■	■

## Considerations for Next Steps

When the City adopts the Plan and moves forward with phasing capital improvements and development at the Waterfront Marina, the following considerations will support the City in an overall strategy related to funding future uses and improvements:

1. Confirm the phasing improvement timeline to identify the prioritized capital improvements and uses.
2. Develop a funding/financing plan for each of the new and expanded uses, including: costs, types of partners needed, timelines, community benefits, etc.
3. Connect with local, state, and federal partners to understand upcoming grant opportunities that may be applicable to the Waterfront Marina redevelopment.
4. Conduct market sounding with potential developers and partners who have an interest in the Waterfront Marina to garner awareness from the development community.
5. Identify private organizations or philanthropic donors who may have interest in supporting Martinez with the vision for the Waterfront Marina redevelopment.
6. Create an interim activation plan to start drawing excitement to the Waterfront Marina that includes programming and events.
7. Identify temporary and permanent staff needed to support the interim activation phase and overall buildout of the Waterfront Marina, such as a grant writer, program officer for Trust Lands implementation, etc.
8. Coordinate with the City's Parks, Recreation, Marina, and Cultural Commission ("PRMCC") to help support and advise on implementation efforts.
9. Coordinate with Downtown Martinez and Co., the Martinez Chamber of Commerce and other business support organizations in downtown to attract new tenants to the Waterfront Marina.
10. Continue to evaluate additional future revenue drivers through updates to the market analysis, such as a boutique hotel or expansion of commercial uses.

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# 7

## **Procedures and Regulations**

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**Waterfront Marina**  
Trust Lands Use Plan

## Leasing and Permitting Procedure

Given Martinez’s custodial responsibility over Trust Lands within its boundaries, and its long-term vision for the Lands, the City manages leasing and development at the Waterfront Marina per the following process.

The application and review process for new leasing and permitted development on Trust Lands in Martinez is described below. Building, Planning, and Engineering permit applications and forms can be found on the City’s website.

A description of the process is as follows:

**Step 1:** Potential applicants should contact City staff to prepare a non-binding Letter of Intent (“LOI”) for City Council consideration to formally establish whether the Council is supportive of negotiating a potential leasehold interest with the applicant. Assuming the Council adopts the LOI, the City estimates processing costs, and issues the applicant a reimbursement agreement to assure recovery by the City of the total cost to process an application for their project and the planned use of Trust Lands.

**Step 2:** Depending on the scope of the project, applicants will then submit their application materials and fees to the City Planning, Building, or Engineering Department. Applicants should review the submittal requirements on the City’s website.

**Step 3:** Several City departments/divisions including Planning, Building, and Engineering, along with any relevant outside agencies, including the State Lands Commission, then conduct review of submittals to determine whether the proposed project is (a) consistent with the City and State policies, practices and procedures; (b) conducive to public access; (c) consistent with environmental safeguards and policies of the State; and (d) otherwise in the best interest of the State. A list of the City’s General Plan Waterfront Policies with which staff will determine preliminary approval status can be found in Attachment 1. All Municipal Code requirements can be found in the City of Martinez Municipal Code.

In the event the application is deemed incomplete, City staff will specify additional information required and notify the applicant. Upon receipt of any additional material, staff will respond within 30 calendar days as to whether the application is complete. Should the applicant fail to provide a complete application within a reasonable period of time, the file may be closed and all or any part of the fees retained by the City. There is an appeal process whereby an applicant may appeal the staff determination that an application is incomplete.

**Step 4:** Once approval is received from all outside agencies, the City initiates the California Environmental Quality Act (“CEQA”) process. On most proposed projects the City is the Lead Agency for this process.

**Step 5:** After a CEQA determination is made, the City Council and/or Planning Commission consider the item in a public hearing for conditional approval. The following table demonstrates types of projects and public meetings to which they are subject.

<b>Project Type</b>	<b>Public Meeting Required</b>
General Plan Amendment	Planning Commission and City Council
Zoning Map or Zoning Text Change	Planning Commission and City Council
Design Review	Staff, Zoning Administrator, or Planning Commission
Variance	Zoning Administrator or Planning Commission
Height Exemption	Zoning Administrator or Planning Commission
Conditional Use Permit	Zoning Administrator or Planning Commission
Development Agreement	Planning Commission and City Council
Lease	City Council

# Public Review Draft

**Step 6:** If approved by the City Council, lease is drafted. The fair market rent is determined according to one of the following methods:

- 9 percent of the appraised value of the leased land.
- A percentage of annual gross income.
- Comparison to rents for other similar land or facilities.

The method to determine the fair market value depends on the availability of comparable properties and the appropriateness of the method to the use category. At a minimum, annual rents shall be consistent with California Code of Regulations Section 2004, which currently requires \$125 for recreational/non-profit uses and \$600 for commercial uses.

Terms and conditions of the City's Waterfront Marina leases vary but are designed to conform to the Public Trust Doctrine and be in the best interest of the State. At this step all necessary City and Outside Agency permits are prepared as well.

**Step 7:** Once mutually agreed upon, the lease is brought before the City Council for approval during a City Council meeting.

**Step 8:** If approved by the Council, the applicant is allowed to proceed with the project. The lease is then executed and all permits are issued.

## Conclusion

The Martinez State TLUP adheres to the requirements of SB 1424 and all State Lands Commission requirements. It also conforms with the General Plan and as such will serve as a guiding document for the future Waterfront Marina Plan, and will help to ensure that the City of Martinez's long-term vision for the Trust Lands focuses on:

- Improving access to the area,
- Preservation of existing habitats and resources, and
- Integration of the Trust Lands into the fabric of the City in order to maximize public benefit.

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# 8

## **Permitting and Compliance**

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**Waterfront Marina**  
Trust Lands Use Plan

## Environmental Review and Permitting Approach

The City has completed a California Environmental Quality Act (“CEQA”) Initial Study (“IS”) checklist (Appendix A - Initial Study). At this time, it is difficult to review project-specific impacts in detail due to the largely conceptual nature of the Plan. Individual projects may be subject to additional environmental review.

The Open Space chapter describes the range of resources within the study area and the anticipated regulatory permitting agencies with whom the City would need to work to obtain project-specific permits. In the future, biological resources impact assessments and mitigation plans would need to be prepared as part of project-specific documentation (e.g., permits, additional environmental compliance, etc.), and at least program-level impacts assessments and mitigation plans would need to be identified and implemented.

Lastly, National Environmental Policy Act (“NEPA”) review would be required for Federal actions. For example, the U.S. Army Corps of Engineers (“USACE”) would complete NEPA as part of any USACE permit issuance. Or, if the City were to obtain funding from a federal agency such as the U.S. Department of Housing and Urban Development (“HUD”), then NEPA compliance could be led by a different agency. NEPA requirements would be undertaken on a project-specific basis.

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# A

## **Appendix A - Initial Study**

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**Waterfront Marina**  
Trust Lands Use Plan

DRAFT



June 2023  
Martinez Waterfront Marina Plan Project



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# City of Martinez Waterfront Trust Land Use Plan Initial Study

Prepared for City of Martinez

DRAFT

June 2023  
Martinez Waterfront Marina Plan Project

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# City of Martinez Waterfront Trust Land Use Plan Initial Study

**Prepared for**  
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535 Henrietta Street  
Martinez, California 94553

**Prepared by**  
Anchor QEA, LLC  
33 New Montgomery Street, Suite 1210  
San Francisco, California 94105

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## ABBREVIATIONS

AB	Assembly Bill
AB 32	California Global Warming Solutions Act of 2006
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BCDC	San Francisco Bay Conservation and Development Commission
BMP	best management practice
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Martinez
CNPS	California Native Plant Society
CONFIRE	Contra Costa Fire Protection District
DEIR	Draft Environmental Impact Report
EBPRD	East Bay Regional Park District
EFH	essential fish habitat
ESA	Endangered Species Act
Farmland	refers to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FMP	Fisheries Management Plan
GHG	greenhouse gas
Magnuson-Stevens Act	Magnuson-Stevens Fishery Conservation and Management Act
Marina	Martinez Marina
MRZ	Mineral Resource Zone
MW	Marina and Waterfront
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
PG&E	Pacific Gas and Electric Company
Plan	Waterfront Marina Trust Lands Use Plan
RWQCB	San Francisco Bay Regional Water Quality Control Board
SB	Senate Bill
SHPO	State Historic Preservation Officer
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WETA	Water Emergency Transport Authority

# 1 Project Overview

The Waterfront Marina Trust Lands Use Plan (Plan) is a proposed 135-acre project located in the City of Martinez (City), California. As part of the proposed project, the City seeks to develop and implement the Waterfront Marina Trust Lands Use Plan (Plan), which entails the restoration and revitalization of the Martinez Marina (Marina) and Waterfront Park. The Plan proposes to retain and improve many of the existing on-site uses while adding complementary marine, commercial, and recreational uses, enhancing the public realm to increase walkability, restoring portions of the dredging spoils basins to tidelands and filling portions of the site to address sea level rise (Figures 1 and 2). The main elements of the proposed project are summarized in the following sections.

## 1.1 Marina Improvements

This element includes improvements to the fishing pier, repair and reconstruction of the existing breakwater, and construction of a new breakwater entrance to improve wind and wave protection and reduce sedimentation. Following completion of the improved breakwater, the Marina basin will be fully dredged and the docks will be replaced. There are anticipated to be between 320 and 380 slips. The new marina docks are anticipated to include a new fuel station and pump-out station, in addition to a launch for non-motorized watercraft and a dedicated non-motorized watercraft area.

## 1.2 Railroad Crossing

In order to address accessibility challenges and provide emergency access, the Plan anticipates the construction of a bridge crossing the existing rail lines that connects Court Street in Downtown Martinez with North Court Street in the Plan area.

## 1.3 Ferry/Water Taxi Service

The Long-Term Development Scenario includes a proposed Water Emergency Transport Authority (WETA) ferry terminal connecting Martinez to San Francisco. Based on previous studies, the ferry terminal is anticipated to extend from the fishing pier jetty to the west. The Plan also includes the possibility of a water taxi service utilizing a dock within the Marina, adjacent to the harbormaster office. Approval from WETA would be required, and separate WETA-led design and environmental studies would need to be undertaken.

## 1.4 Improvements to Existing Landside Uses

In addition, the Plan proposes retaining and improving multiple existing uses throughout the project. It is anticipated that the multipurpose field(s) (Waterfront 5) will be improved to address the deteriorating condition of the playing surface along with adding field-related amenities such as dugouts. The skatepark is expected to be expanded, and the adjacent parking lot accessed from North Court Street is expected to be reconfigured in conjunction with the railroad crossing

improvements. The Plan proposes the removal of the amphitheater and the reconfiguration and improvement of the dog park. In addition to improvements to specific uses, the Plan proposes the improvement of the public realm with the inclusion of street parking and sidewalks along North Court Street and Tarantino Drive, roundabouts at intersections, and enhancements to the waterfront promenade and trails.

## **1.5 Proposed New Landside Uses**

The Plan proposes the inclusion of new uses that will complement and enhance the existing uses. This includes approximately 26,000 square feet of new commercial, 10,000 square feet of which are focused on food and beverage with the remainder being retail space. A 15,000 square foot educational and events center is proposed along the water, and a community stage and picnic pavilions are proposed in Waterfront Park. To support the new uses, approximately 400 additional parking spaces will be constructed. In order to address the effects of sea level rise, it is expected that imported fill will be needed to elevate the proposed uses out of the flood zone.

## **1.6 Tideland Restoration**

With the decommissioning of the dredging spoils basins and the anticipated need for fill as part of the previously stated actions, the Plan proposes that approximately 13 acres of the spoils basins be hydrologically connected to the strait, via the Marina, and be restored as tidelands and restoration actions such as revegetation and removal of nonnative species be undertaken. This is anticipated to create a higher quality habitat, a passive public amenity and increase the project's resiliency to sea level rise, as well as provide mitigation for fills in waters or wetlands.

## 1.7 Environmental Setting

### 1.7.1 Regional Setting

The project site is located within the City at the site of the existing Marina and Waterfront Park along the Carquinez Strait. The shoreline is characterized by a mix of industrial and recreational uses.

Downtown Martinez, with a mix of residential and commercial uses, borders the site to south on the other side of an existing railroad track.

### 1.7.2 Project Setting

The proposed project site is located on 135-acres of shoreline, which is bordered to the west by the Radke Martinez Regional Shoreline Park and to the East by the Martinez Refinery. The Marina includes 70 acres across three parcels including a portion of North Court Street, a yacht club, and Eagle Marine. The Marina includes 332 boat slips, a park, open space, and marine-related businesses. The Marina is owned by the City, and an additional 65 acres consist of Trust Lands held by the East Bay Regional Park District (EBPRD), of which approximately 30 acres are leased to the City and include recreational facilities such as baseball and soccer fields, bocce ball courts, and picnic areas. The remaining area includes a horse arena, spoils basin, and tidelands. The closest residential receptors are located to the south, along Marina Vista Avenue, adjacent to the railroad tracks.

The City's 2035 *General Plan* (City 2022) designates the project site as "Marina and Waterfront" (MW), and the zoning district of the project site and surrounding parcels is "Open Space" (City 2023). The MW designation comprises the Marina and associated facilities such as restaurants and commercial boating and fishing activities.

## 1.8 Project Background

The proposed project is part of the Plan which was developed by the City to revitalize the waterfront per the requirements of the State of California. The state granted the City sovereign tidelands and submerged lands, referred to as Trust Lands, which are held in trust for the people of California in accordance with the Public Trust Doctrine. Trust lands are generally limited to regional and water dependent or related uses, and uses that do not serve a public purpose are prohibited.

## 1.9 Project Objectives

The purpose of the proposed project is to transform the area to become a destination for City and regional residents and visitors and to provide revenue for ongoing operations and improvements to the Marina. To accomplish these goals, the following key project objectives must be accomplished:

- Establish a variety of water-related recreational uses.
- Establish the type of permissible commercial development that attracts users to the area.
- Retain and enhance existing appropriate uses.

- Relocate inappropriate uses.

## 1.10 Project Elements and Operations

### 1.10.1 Construction

The proposed project construction would occur in the following three stages, which would generally occur sequentially:

- **Near-Term:** Initial activations, fishing pier improvements, marina improvements, Waterfront Dining, and Waterfront Park Enhancements
  - Anticipated to occur in 0-10 years.
- **Mid-Term:** Dog park, additional Marina improvements, Bait Shop & Fish Market, tideland restoration, educational and events center, and Waterfront Park Enhancements
  - Anticipated to occur in 10-20 years.
- **Long-Term:** Parking expansion, ferry terminal service, and augmented access
  - Anticipated to occur in 20-plus years.

Each of these phases is discussed in more detail in the following sections, and the proposed long-term development scenario is depicted in Figure 3.

#### 1.10.1.1 Near-Term: Initial Activations, Fishing Pier Improvements, Marina Improvements, Waterfront Dining, and Waterfront Park Enhancements

The City will complete initial projects early in the development process to increase visitation to the area and demonstrate progress. These include improvements to the fishing pier, marina, hosting waterfront events, implementing a dry storage area, and installing interpretive signs and trail markers.

Improvements to the Marina will include the following main components:

- Repair and replacement of the eastern seawall
- Repair and replacement of remaining breakwater

As part of the Marina Village, a waterfront dining building would be constructed.

Waterfront Park enhancements would include the construction of a community stage and the installation of picnic pavilions.

### **1.10.1.2 Mid-Term: Dog Park, Additional Marina Improvements, Bait Shop & Fish Market, Tideland Restoration, Educational and Events Center, and Waterfront Park Enhancements**

As part of the Marina Village, a commercial building would be constructed along with improvements to public facilities. The existing bait shop would be relocated, and structures and parking would be elevated to address sea level rise.

Additional improvements to the Marina will include the following main components:

- Dredging of the basin
- Replacement of docks

Tideland restoration efforts would include connecting 7.5 acres of the decommissioned dredging spoils basin to the strait to be restored as tidelands, and the installation of trails, bridges, overlooks, and picnic pavilions.

An educational and events center would be constructed with expanded parking facilities. The structures and parking would be elevated to address sea level rise. The existing dog park would be reconstructed, which would include the removal of the existing amphitheater. Parking facilities for dry storage and day boaters would be constructed.

Waterfront Park enhancements would include the expansion of the skate park, and the installation of additional picnic pavilions.

### **1.10.1.3 Long-Term: Parking Expansion, Tideland Restoration, and Augmented Access**

This phase includes the construction of a new WETA ferry terminal extending from the existing fishing pier jetty. The ferry would connect Martinez to San Francisco. A water taxi service may be implemented using a dock within the Marina, adjacent to the harbormaster office.

The preferred alternative to provide additional access is the construction of a bridge crossing over the railroad and Joe DiMaggio Drive to connect Court Street in Downtown Martinez with North Court Street. A roundabout intersection would be constructed at the base of the bridge. The Ferry Street and Joe DiMaggio Drive intersection would be realigned as would the parking adjacent to Eagle Marine.

Tideland restoration efforts would include connecting an additional 5.5 acres of the decommissioned dredging spoils basin to the strait to be restored as tidelands, and the installation of trails, bridges, overlooks, and picnic pavilions.

### *1.10.2 Operations*

Operation of the proposed project would include expanded use of the Marina and Waterfront Park. The number of slips at the Marina would increase from 280 slips to a maximum of 380 slips, which is expected to increase the amount of vessel traffic in the area. Expanded recreational and parking facilities are expected to increase car traffic in the area and vicinity.

## **1.11 Expected Environmental Impacts**

An Initial Study based on the California Environmental Quality Act (CEQA) Appendix G Environmental Checklist was completed for the proposed project and is included in Section 2 of this document. As detailed in Section 2, the proposed project has the potential to result in significant environmental impacts to the following resource areas: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, tribal cultural resources, and utilities and service systems. Any resource area found to have at least one impact that is potentially significant as indicated by the checklist will be included in the full analysis in the Draft Environmental Impact Report (DEIR). Additional issues may be identified during scoping.

## 2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is potentially significant as indicated by the checklist.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agricultural/Forestry Resources     | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources      | <input checked="" type="checkbox"/> Cultural Resources       | <input checked="" type="checkbox"/> Energy                             |
| <input checked="" type="checkbox"/> Geology/Soils             | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials    |
| <input checked="" type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning                   | <input type="checkbox"/> Mineral Resources                             |
| <input checked="" type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing                  | <input checked="" type="checkbox"/> Public Services                    |
| <input checked="" type="checkbox"/> Recreation                | <input checked="" type="checkbox"/> Transportation           | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Wildfire                 | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

### 2.1 Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

## 2.2 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2.2.1 Discussion

Key features at the site include the Marina, a fishing pier, a yacht club, and recreational areas including baseball fields, trails, and a horse arena. Views of the shoreline and Carquinez Strait from businesses and residences to the south of the Marina are obscured by existing buildings and infrastructure. Scenic vistas are found to the west of the Marina in the Carquinez Strait Regional Shoreline Park. The Carquinez Scenic Drive, located to the west of the Marina, is identified as a scenic roadway and offers views of the Carquinez Strait, hillsides and vegetation, and the Benicia Martinez Bridge (City 2022).

### 2.2.2 Impact Evaluation

*A: Would the project have a substantial adverse effect on a scenic vista?*

**No Impact.** Scenic vistas are located in the vicinity of the proposed project. The Marina can be seen at a distance from the Regional Shoreline Park and Scenic Drive, but improvements to the Marina and Waterfront will not impact the scenic vistas. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?*

**No Impact.** Although a scenic roadway is located in the vicinity of the proposed project, the proposed project would not impact the scenic highway or scenic resources along the scenic roadway. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*C: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less Than Significant Impact.** As the proposed project will include improvements to areas of the Marina and Waterfront that are in deteriorating conditions, the proposed project will result in improvements to the existing visual character or quality of the site and its surroundings. The design of the Waterfront Park Zone includes features such as soft planting to enhance the scenic and recreational value of the area. Restorations are proposed to the adjacent Tidelands Zone to create higher quality habitat and opportunities for recreation, which would be a further aesthetic benefit to the area. The impact would be less than significant.

*D: Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

**Less Than Significant Impact.** Construction of the proposed project is expected to occur mostly during daylight hours and would not generate substantial light or glare. If nighttime construction is required, best management practices (BMPs) would be implemented to direct lighting away from off-site areas. The Waterfront and Marina would also largely operate during the day. However, because the project has the potential to add new sources of security lighting that may increase light and glare, there is the potential for impacts. Additional project details are required to determine the level of impact.

### 2.3 Agricultural/Forestry Resources

<b>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</b>		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.3.1 Discussion

Neither the project site nor the immediate surrounding areas currently support agricultural use or forestry resources. The nearest forested land is located approximately 0.75 mile to the west of the site in the Carquinez Strait Regional Shoreline Park.

### 2.3.2 Impact Evaluation

*A: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** The proposed project would not result in the conversion of Farmland to non-agricultural use. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?*

**No Impact.** No Farmland exists in the project area. The project site and surrounding parcels have the zoning designations Unrestricted and Heavy Industrial and are not subject to a Williamson Act contract. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*C: Would the project conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?*

**No Impact.** The proposed project would not conflict with or change any zoning or use of forest land, timberland, or timberland zoned Timberland Production. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*D: Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** The proposed project would not result in the conversion of forest land or timberland to non-forest use. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*E: Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

**No Impact.** No forest or Farmlands exist in the project area. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

## 2.4 Air Quality

Where available, the significant criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.4.1 Discussion

The proposed project would occur in the San Francisco Air Basin, which is managed by the Bay Area Air Quality Management District (BAAQMD). The BAAQMD is responsible for implementing federal and state regulations at the local level, permitting stationary sources of air pollution, and developing the local elements of the State Implementation Plan. The proposed project would include construction activities and operational increases in vessel and car traffic, including the operation of a new ferry terminal, and would therefore result in increased emissions of criteria air pollutants relative to baseline conditions. The closest sensitive receptor to the terminal is a residential area located approximately 150 feet south of the project site, on the opposite side of the railroad tracks. Emissions associated with construction and operations have the potential to exceed applicable thresholds, conflict with an applicable air quality plan, or expose sensitive receptors to substantial pollutant concentrations. Therefore, the DEIR will include a full analysis of the proposed project’s potential air quality impacts.

## 2.5 Biological Resources

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.5.1 Discussion

The proposed plan encompasses a variety of habitat types occurring along and near the shoreline of the Carquinez Strait, including within marine waters. While some areas are already developed, natural resources exist within the study area.

In addition to the City’s CEQA responsibility, various resource agencies regulate impacts to species and habitats within the study area. Permitting and consultation with these agencies would be

required to implement the plan, depending on the nature of the activity. These agencies include the following:

- **U.S. Army Corps of Engineers (USACE):** USACE issues permits for all work in navigable waters (Rivers and Harbors Act Section 10) and discharges of fill in wetlands and waters of the U.S. (Clean Water Act Section 404). For projects wherein USACE is the lead federal agency, USACE would also lead consultations with the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) under Section 7 of the Endangered Species Act (ESA); with USFWS under the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act); and with the California State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (NHPA).
- **San Francisco Bay Conservation and Development Commission (BCDC):** BCDC issues permits for all work and fill within the Bay and within a 100-foot shoreline band from the edge of the Bay (McAteer-Petris Act).
- **San Francisco Bay Regional Water Quality Control Board (RWQCB):** The RWQCB issues permits for discharges of fill and impacts to water quality (Clean Water Act Section 401; Porter Cologne Water Quality Control Act).
- **California Department of Fish and Wildlife (CDFW):** CDFW issues permits for all work in lakes, rivers, or streams as well as work that would result in adverse impacts to State endangered and threatened species (Section 1600 of the Fish and Game Code; California Endangered Species Act).
- **USFWS:** Through a consultation between USFWS and USACE, USFWS would issue Section 7 ESA consultation documentation for projects with potential effects on federally listed terrestrial and fish species (Endangered Species Act; Migratory Bird Act).
- **NMFS:** Through a consultation between NMFS and USACE, NMFS would issue Section 7 ESA consultation documentation for projects with potential effects on federally listed fish species. NMFS would also issue approval for projects with potential effects on essential fish habitat (EFH) (Endangered Species Act; Magnuson-Stevens Act).

The following text describes the general species and habitats expected to occur in the study area, and which may be impacted by elements of the proposed plan.

### 2.5.1.1 Fisheries and Aquatic Species

The proposed project site is located within a general area designated as EFH by three Fisheries Management Plans (FMPs): the Coastal Pelagic Species FMP, the Pacific Coast Groundfish FMP, and Pacific Coast Salmon FMP. Northern anchovy (*Engraulis mordax*), which is protected under the

Coastal Pelagic Species FMP; starry flounder (*Platichthys stellatus*), English sole (*Parophrys vetulus*), and brown rockfish (*Sebastes auriculatus*), which are protected under the Pacific Groundfish FMP; and Chinook salmon, which is protected under the Pacific Coast Salmon FMP, have the potential to occur at the proposed project site.

State and federally listed endangered or threatened aquatic species with the potential to occur at the proposed project site include the following:

- Central Valley steelhead (*Oncorhynchus mykiss*; federally threatened)
- Central Valley spring-run Chinook salmon (*O. mykiss*; federally threatened)
- Delta smelt (*Hypomesus transpacificus*; federally threatened)
- Green sturgeon (*Acipenser medirostris*; federally threatened)
- Longfin smelt (*Spirinchus thaleichthys*; state threatened)
- Sacramento splittail (*Pogonichthys macrolepidotus*; state species of special concern)
- Sacramento River winter-run Chinook salmon (*O. mykiss*; federally endangered)

Critical habitat for Sacramento River winter-run Chinook salmon, Southern DPS green sturgeon, and delta smelt is also present at the proposed project site.

Aquatic species and their habitats could be temporarily adversely impacted by dredging, filling, or other in-water work activities in the Marina. Short-term impacts could include exposure to construction noise and increased turbidity; temporary reduction of benthic habitat quality; limited potential for fish entrainment; or other degradation of water quality.

Various best management practices exist to avoid and minimize impacts, including but not limited to adhering to agency-approved in-water construction work windows, conducting water quality monitoring during in-water work, and implementing construction noise minimization measures. For any proposed in-water work, the City would need to obtain permits or approvals from the USACE, USFWS, NMFS, RWQCB, BCDC, and possibly CDFW, depending on the nature of impacts.

### 2.5.1.2 Terrestrial Habitat and Wildlife Species

Marsh habitat exists along the shoreline. It is known that several salt marsh plant species are present near the proposed project site, including pickleweed (*Salicornia virginica*). Marsh habitat areas may be temporarily impacted by the proposed project, which could adversely affect special status terrestrial species if present.

The salt marsh harvest mouse (*Reithrodontomys raviventris*), a federally endangered species and state fully protected species, is closely associated with pickleweed and salt marsh habitat and has the potential to be present at the proposed project site. Other special status mammal species associated with salt marsh habitat with the potential to occur in the proposed project and with recent, nearby

sitings include the San Pablo vole (*Microtus californicus sanpabloensis*) and the Suisun shrew (*Sorex ornatus sinuosus*), both state species of special concern.

In addition, there are several special status bird species associated with salt marsh habitat that have the potential to be present at the proposed project site, including the following:

- Northern harrier (*Circus cyaneus*; state species of special concern)
- California black rail (*Laterallus jamaicensis coturniculus*; state threatened, state fully protected)
- Suisun song sparrow (*Melospiza melodia maxillaris*; state species of special concern)
- San Pablo song sparrow (*Melospiza melodia samuelis*; state species of special concern)
- Ridgway's rail (*Rallus longirostris obsoletus*; federally endangered, state endangered)

According to the California Native Plant Society (CNPS), potentially present special status plant species at the proposed project site could include the following:

- Soft bird's-beak (*Chloropyron molle ssp. molle*, federal endangered, state rare, CNPS list 1B.2)
- Bolander's water-hemlock (*Cicuta maculata var. bolanderi*, CNPS list 2.1)

Terrestrial species could be temporarily adversely impacted by proposed project construction elements. Short-term impacts could include impacts to species or habitats from earthwork activities in upland or shoreline areas; exposure to construction noise; or other degradation of water quality.

Various best management practices exist to avoid and minimize impacts, including but not limited to adhering to agency-approved construction work windows, conducting nesting bird surveys prior to construction (if during the nesting season), and implementing construction noise minimization measures. The proposed project's in-water and upland (where relevant) elements would be covered in permits or approvals from the USACE, USFWS, NMFS, RWQCB, BCDC, and possibly CDFW, depending on the nature of impacts.

### 2.5.1.3 Opportunities for Habitat Enhancement and Mitigation

The open space areas around the Marina, and along the shoreline in particular, provide opportunities for habitat enhancement that could function as mitigation to offset any proposed project impacts, and/or increase the extent or quality of natural resources in the area. For example, the prior dredged material disposal ponds are known to support pickleweed habitat and other marsh species. The proposed plan includes the possibility of restoring the ponds and creating a new hydrologic connection to the Bay, including new naturally inundated marsh areas connecting the Marina to the area of the ponds. This would be expected to provide significant habitat values which would likely more than offset proposed project-related fill impacts.

Other opportunities to improve habitat along the shoreline exist include invasive species removal, debris removal, and/or planting of native plant species.

Because the project area potentially provides habitat for special-status species and will impact wetlands, the DEIR will evaluate the potential for the proposed project to impact biological resources, including special-status species, habitats, communities, or wetlands.

## 2.6 Cultural Resources

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.6.1 Discussion

Cultural resources are defined as archaeological sites, elements of the historical built environment (e.g., buildings, structures, bridges, or other built features), and places of traditional cultural importance that meet one of the following criteria (14 California Code of Regulations [CCR] 15064.5):

- Listed in or eligible for listing in the California Register of Historical Resources
- Listed in a local preservation register
- Identified as significant in a historical resource survey (unless the preponderance of evidence demonstrates that it is not historically or culturally significant)
- Determined to be significant by the CEQA Lead Agency, provided the determination is supported by substantial evidence considering the whole record

The proposed project includes ground disturbance which may uncover native sediments that have the potential to contain intact archaeological or historical resources. Therefore, the DEIR will evaluate whether the proposed project would cause a substantial adverse change in the significance of a historical or archaeological resource or disturb human remains.

## 2.7 Energy

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.7.1 Discussion

Senate Bill (SB) 350 requires that the state produce 50% of its electricity from renewable sources by December 31, 2030; and SB 100 requires that the state produce all electricity from renewable sources by 2045. The proposed project would connect to existing power infrastructure to obtain electricity from local providers, including Pacific Gas and Electric Company (PG&E). Constructing and operating the proposed project would use equipment that consumes fossil fuels, which may result in increased energy use. Therefore, the DEIR will include a full analysis of the proposed project’s potential energy impacts.

## 2.8 Geology/Soils

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iv. Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.8.1 Discussion

The proposed project would be served by the municipal sewage system and would not require the use of septic tanks or alternative wastewater disposal systems or affect any such systems. There are no Alquist-Priolo Earthquake Fault Zones located within the City of Martinez, and no known surface expression of active faults is believed to cross the project site; therefore, fault rupture through the project site is not anticipated, and there would be no impact related to this hazard. However, the project area is located within a seismically active region susceptible to ground shaking, liquefaction, and settlement, where adverse effects from seismic activity or site-specific vulnerability to seismic-related hazards may pose a risk of loss, injury, or death.

Therefore, the DEIR will fully evaluate the potential for the proposed project to cause substantial adverse effects associated with strong seismic ground shaking, seismic-related ground failure, and landslides.

## 2.9 Greenhouse Gas Emissions

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.9.1 Discussion

The California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32, required the California Air Resources Board (ARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. On December 11, 2008, ARB adopted the AB 32 Scoping Plan, which set forth the framework for meeting the state’s GHG reduction goal. In 2014, ARB adopted an update to the 2008 Scoping Plan, which builds upon the initial Scoping Plan with new strategies and recommendations. The 2008 Scoping Plan and 2014 Scoping Plan Update requires that reductions in GHG emissions come from virtually all sectors of the economy and be accomplished by a combination of policies, regulations, market approaches, incentives, and voluntary efforts. The proposed project would include construction activities and operational increases in vessel and car traffic, including the operation of a new ferry terminal, and would therefore result in increased GHG emissions relative to baseline conditions. Emissions associated with construction and operations have the potential to exceed applicable thresholds, conflict with an applicable air quality plan, or expose sensitive receptors to substantial pollutant concentrations. Therefore, the DEIR will include a full analysis of the proposed project’s potential contribution to climate change. The DEIR will also analyze compliance with applicable state, regional, and local GHG reduction plans.

## 2.10 Hazards and Hazardous Materials

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.10.1 Discussion

There are no schools, airstrips, or airports within the proposed project vicinity. The nearest schools are St. Catherine of Siena School, located approximately 0.35 mile to the south of the project site, Creekside Montessori School, located approximately 0.45 mile south of the project site, and Vicente Martinez High School, located approximately 0.4 mile south of the project site. The nearest airport is the Buchanan Field Airport, located approximately 4.5 miles to the southeast. Contra Costa County has adopted an Airport Land Use Compatibility Plan; however, the project is not located within an airport safety zone. No hazardous materials sites are located within or near the project site. The proposed project would not impact the City's emergency response plan.

There is potential for hazards and for hazardous materials-related impacts on the environment during construction. Therefore, the DEIR will fully evaluate whether the proposed project would create a significant hazard to the public or environment through the routine transport of, remediation of, use, or accidental release of hazardous materials.

## 2.11 Hydrology/Water Quality

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i) result in a substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iv) impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.11.1 Discussion

The proposed project would not impact groundwater supplies. The proposed project would include a number of BMPs to prevent impacts to water quality during construction. Construction stormwater requirements would be regulated under the National Pollutant Discharge Elimination System program, as administered by the Regional Water Quality Control Board. Portions of the site are located in a special flood hazard area designated as Zone AE (FEMA 2023; Figure 4). The proposed project would not exacerbate risks related to flood hazards, and BMPs would minimize the potential for release of pollutants under the proposed project.

Fills in waters or wetlands would be governed by regulations under Section 401 of the Clean Water Act and the Porter-Cologne Act, as well as other rules and regulations.

Even with the implementation of BMPs, construction activities could result in water quality impacts through runoff or accidental release of pollutants. The proposed project would also increase the amount of impervious surfaces at the site. Therefore, the DEIR will evaluate the potential for the proposed project to impact hydrology and water quality.

## 2.12 Land Use/Planning

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.12.1 Discussion

The City's 2035 General Plan designates the project site as "Marina and Waterfront" (City 2022), and the zoning classifications of the project site and surrounding parcels are "Open Space" (City 2023). The "Marina and Waterfront" designation includes the Marina and other historically established uses for supporting commercial and social organization facilities. The areas in this designation may also contain marina support services such as restaurants and commercial boating and fishing activities. There is no housing within the project site.

### 2.12.2 Impact Evaluation

*A: Would the project physically divide an established community?*

**No Impact.** The project area does not include any residences, hospitals, schools, convalescent facilities, or other features that would constitute an established community. The proposed project land use is consistent with the project site's current zoning and existing use. Therefore, there would be no impact to communities, and this issue will not be addressed further in the DEIR.

*B: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

**No Impact.** Development of the project site for the purpose of restoring and revitalizing the Marina and Waterfront Public Trust Lands and is consistent with its existing zoning and use. Accordingly, the proposed project would be consistent with applicable land use plans and policies, there would be no impact, and this issue will not be addressed further in the DEIR.

## 2.13 Mineral Resources

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.13.1 Discussion

Mineral resources include commercially viable oil and gas deposits and nonfuel mineral resources deposits. There are no mines located in or near the project site. The project area is classified as a Mineral Resource Zone (MRZ)-1 (California Department of Conservation 1996); adequate information indicates that no significant mineral deposits are present, or it is judged that little likelihood exists for their presence. The project site does not contain any known mineral resources, including any rock, sand, or gravel.

### 2.13.2 Impact Evaluation

*A: Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**No Impact.** Due to the proposed project’s location in an MRZ-1, continued development of the area would not limit access to any known mineral resources. As a result, the proposed project would neither interfere with any existing extraction operations nor reduce the availability of any known mineral resources. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

**No Impact.** The project area does not include a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

## 2.14 Noise

Would the project result in:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.14.1 Discussion

The proposed project would be located neither within the vicinity of a private airstrip or an airport land use plan area, nor within 2 miles of a public airport or public use airport and therefore would not expose people residing or working in the proposed project area to excessive noise levels. Construction activities for the proposed project would require the use of numerous pieces of noise-generating equipment and equipment that could cause excessive noise and vibration. Increases in operations also have the potential to increase noise levels. These activities would temporarily increase ambient noise and vibration levels on an intermittent basis. Therefore, the DEIR will fully evaluate the potential impacts from noise and vibration associated with the proposed project.

## 2.15 Population/Housing

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.15.1 Discussion

The City's 2035 General Plan designates the project site as "Marina and Waterfront" (City 2022) There is no housing within the project area.

Construction and operation of the proposed project could increase direct employment opportunities; however, this increase in employment is not expected to result in a population growth in the vicinity of the proposed project.

The nearest residences are located immediately south of the project area, on the other side of the railroad tracks.

### 2.15.2 Impact Evaluation

*A: Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

**No Impact.** No new homes would be constructed as part of the proposed project. The proposed project would not induce population growth. Therefore, the proposed project would have no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** There are no housing units in the project area. The nearest residential area is located approximately 140 feet south of the project site. The proposed project would have no effect on existing residential areas, and the project site's zoning precludes the potential for future housing developments. Therefore, the proposed project would have no impact, and this issue will not be addressed further in the DEIR.

## 2.16 Public Services

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.16.1 Discussion

The proposed project would not result in increased demand for schools or other public facilities. The proposed project area is served by the Contra Costa Fire Protection District (CONFIRE), the Martinez Police Department, and the Recreation Division and the Public Works Department. The proposed project is expected to result in an expansion of recreational facilities and an increased number of visitors and users of the Waterfront Park, Marina, and new ferry terminal. These activities could create an increased demand for fire and police protection, and parks. Therefore, the DEIR will fully evaluate the potential impacts on public services associated with the proposed project.

## 2.17 Recreation

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.17.1 Discussion

The Recreation Division and the Public Works Department oversee approximately 235 acres of park space in the City. The proposed project includes improvements to the Waterfront Park, located adjacent to the Marina, as well as expansion of recreational opportunities at the Marina and in the development area. Other nearby parks include the Radke Martinez Regional Shoreline Park just west of the site, and the Carquinez Strait Regional Shoreline Park located approximately 0.6 mile west of the site.

The proposed project involves both the restoration and expansion of existing recreational facilities and is expected to increase the number of recreational visitors and users in the development area. Construction of the proposed project may also temporarily impact access to current users of the Waterfront Park and Marina. Therefore, the DEIR will fully evaluate the potential impacts on recreation associated with the proposed project.

## 2.18 Transportation

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.18.1 Discussion

The proposed project is not expected to result in inadequate emergency response or access. The proposed project would not increase hazards due to a geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). However, the proposed project is expected to result in increased traffic from recreational and commercial users compared to baseline conditions throughout the study area. The construction of the new ferry terminal would also result in an increase in vessel traffic, as well as commuter and visitor traffic. Figure 5 depicts the proposed changes that would impact traffic and transportation. Therefore, the DEIR will fully evaluate the proposed project’s potential impacts on transportation.

## 2.19 Tribal Cultural Resources

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.19.1 Discussion

The proposed project would include ground disturbance, including grading and excavation during construction. While most of this would occur in previously disturbed areas, native sediments may contain intact archaeological resources that are also tribal cultural resources. Therefore, the DEIR will evaluate the proposed project’s potential impacts on tribal cultural resources.

## 2.20 Utilities/Service Systems

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.20.1 Discussion

The proposed project would connect to City utilities. Non-potable water demand would be limited to as-needed emergency fire controls. Construction of the proposed project would generate solid waste; however, it is not expected to exceed the capacity of local infrastructure and it would be disposed of within the parameters of applicable federal, state, and local solid waste regulations. The proposed project may require extension (expansion) of electricity, water, sanitary sewer, stormwater drainage, natural gas, and telecommunications facilities and may contribute additional runoff to the existing sanitary sewer system. Overall construction of the project is expected to increase the demand on utilities. Therefore, the DEIR will evaluate the proposed project's potential impacts on utilities and service systems.

## 2.21 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity areas, would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.21.1 Discussion

According to the Fire Hazard Severity Zone Maps maintained by the California Department of Forestry and Fire Protection, the project area is not located within the zones that present a moderate to very high fire hazard severity risk. The project and nearby communities are located in a local responsibility area (CAL FIRE 2022).

The proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project site is located in an area that is industrialized, generally flat, and contains limited vegetation that is not considered to pose a significant risk of wildfire. However, it may require the expansion of utilities that may exacerbate fire risk or result in wildfire-related impacts. Therefore, the DEIR will include a full analysis of the proposed project’s potential wildfire impacts.

## 2.22 Mandatory Findings of Significance

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As described in preceding sections, the proposed project could have the potential to result in potentially significant impacts to the environment. Therefore, the DEIR will evaluate whether the proposed project has the potential to substantially degrade the quality of the environment, both at a project level and cumulatively. The proposed project could directly or indirectly result in adverse impacts on humans. Therefore, the DEIR will evaluate whether the proposed project would cause direct or indirect adverse effects on humans and will include a full analysis of Mandatory Findings of Significance.

### 3 References

CAL FIRE (California Department of Forestry and Fire Protection), 2022. State Responsibility Area Fire Hazard Severity Zones. Accessed June 9, 2023. Available at: [https://osfm.fire.ca.gov/media/jiapsb0f/fhsz\\_county\\_sra\\_11x17\\_2022\\_contracosta\\_ada.pdf](https://osfm.fire.ca.gov/media/jiapsb0f/fhsz_county_sra_11x17_2022_contracosta_ada.pdf)

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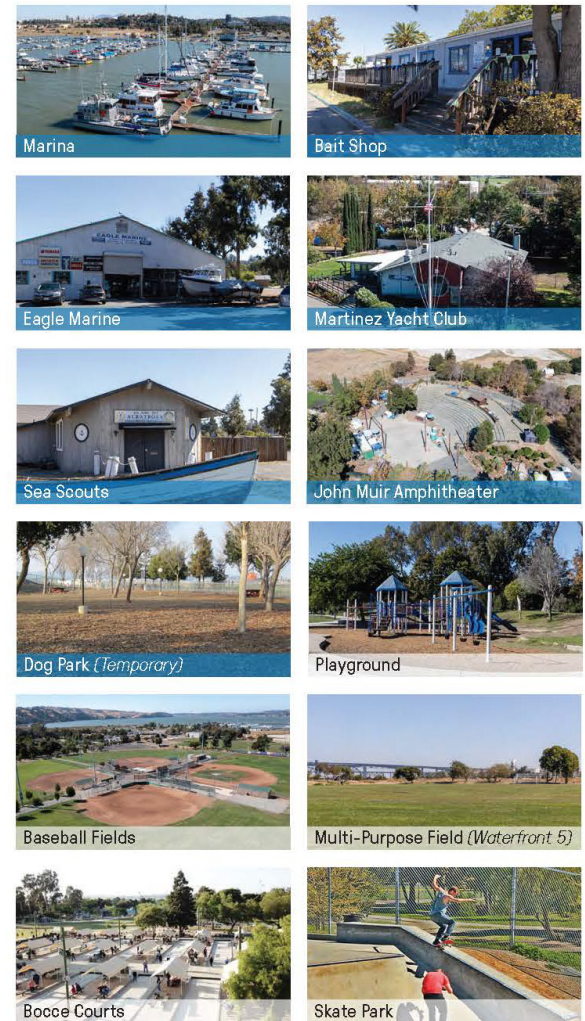
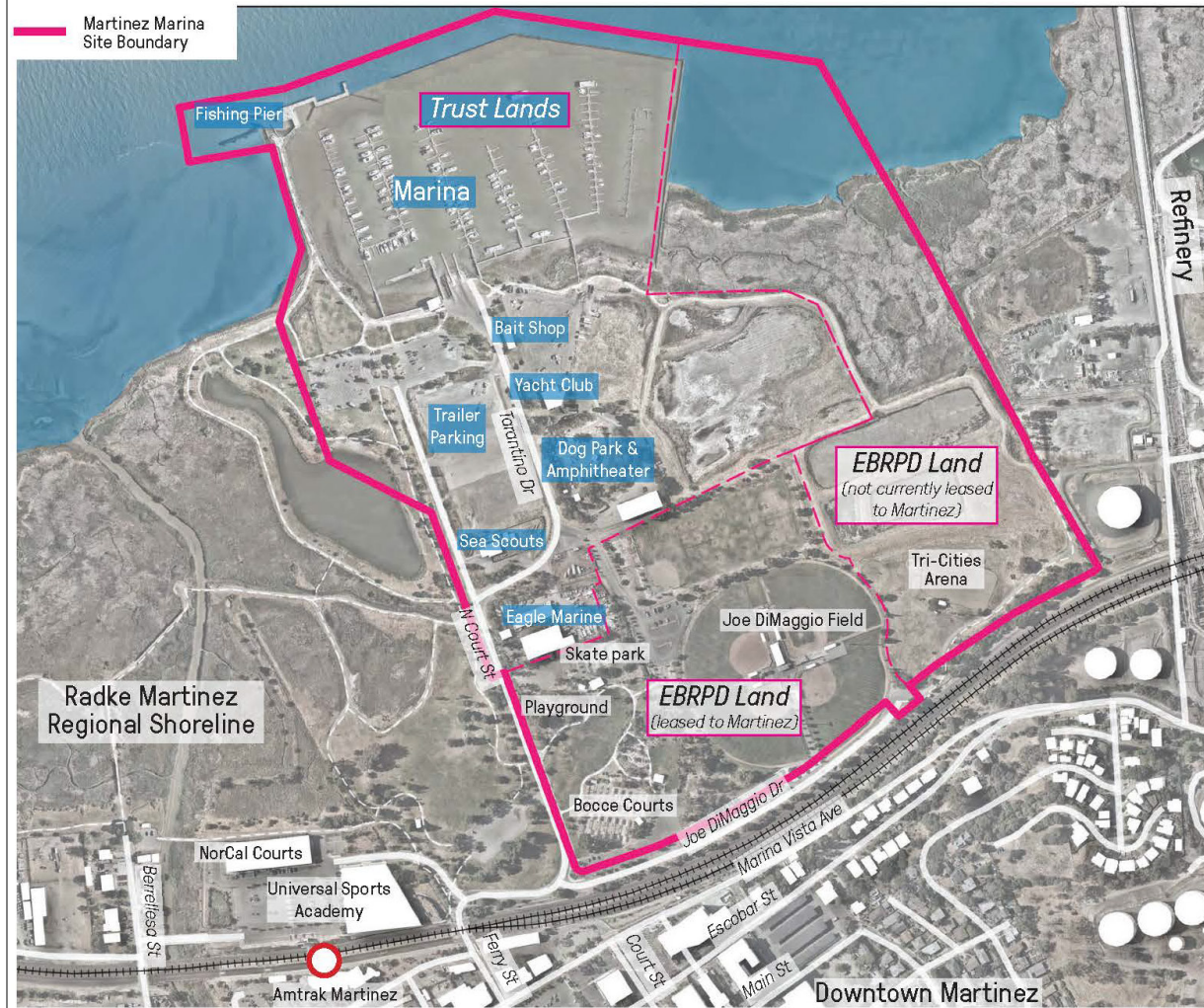
City, 2023. Community View Interactive Map. Accessed June 9, 2023. Available at: <https://www.cityofmartinez.org/departments/planning/communityview-maps>.

CONFIRE (Contra Costa County Fire Protection District), 2023. Station Addresses. Accessed June 8, 2023. Available at: <https://www.cccfpd.org/station-address/>.

FEMA (Federal Emergency Management Agency), 2023. FEMA Flood Map Service Center. Accessed June 9, 2023. Available at: <https://msc.fema.gov/portal/search>.

## Figures

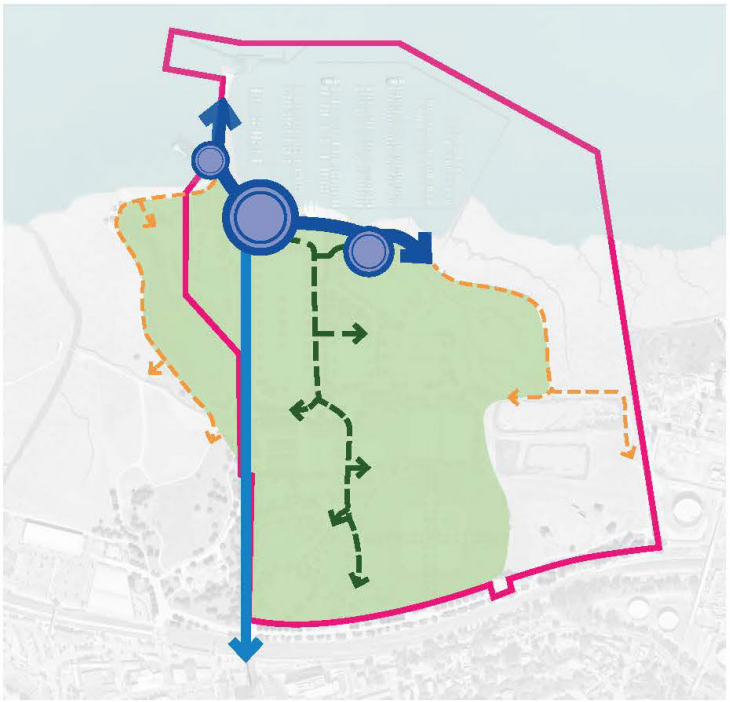
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**Figure 1**  
**Martinez Waterfront**  
 City of Martinez Waterfront Trust Land Use Plan Initial Study  
 Martinez Waterfront Marina Plan Project



**Key Preferred Plan Aspects**

- Activated Marina Promenade
- Connected to Downtown Martinez
- Enhanced Recreation Opportunities at Waterfront Park
- Tideland Restoration

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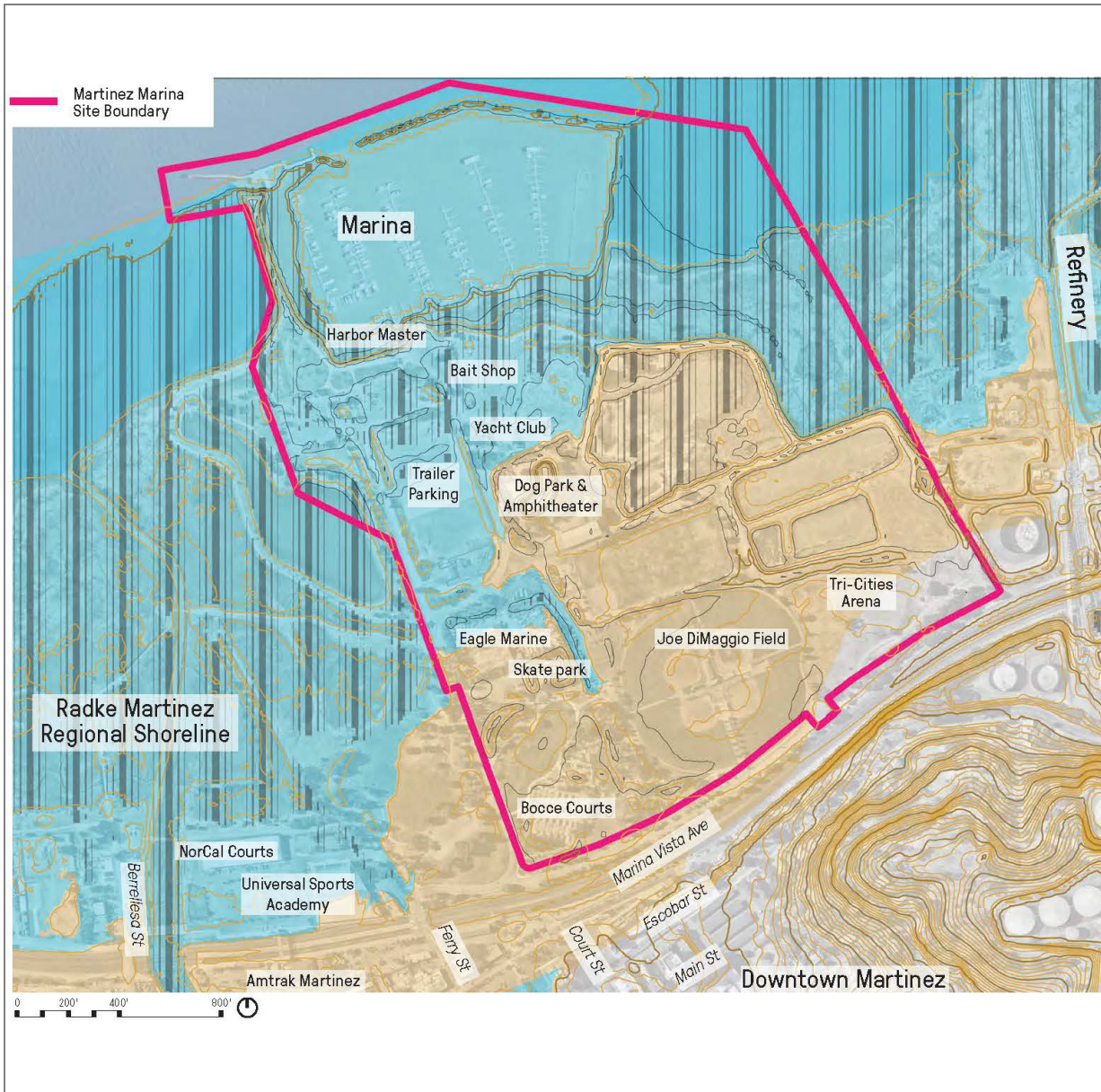
**Figure 2**  
**Preferred Plan**  
City of Martinez Waterfront Trust Land Use Plan Initial Study  
Martinez Waterfront Marina Plan Project



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**Figure 3**  
**Preferred Plan: Full Build Out**  
 City of Martinez Waterfront Trust Land Use Plan Initial Study  
 Martinez Waterfront Marina Plan Project



Flood Frequency Map

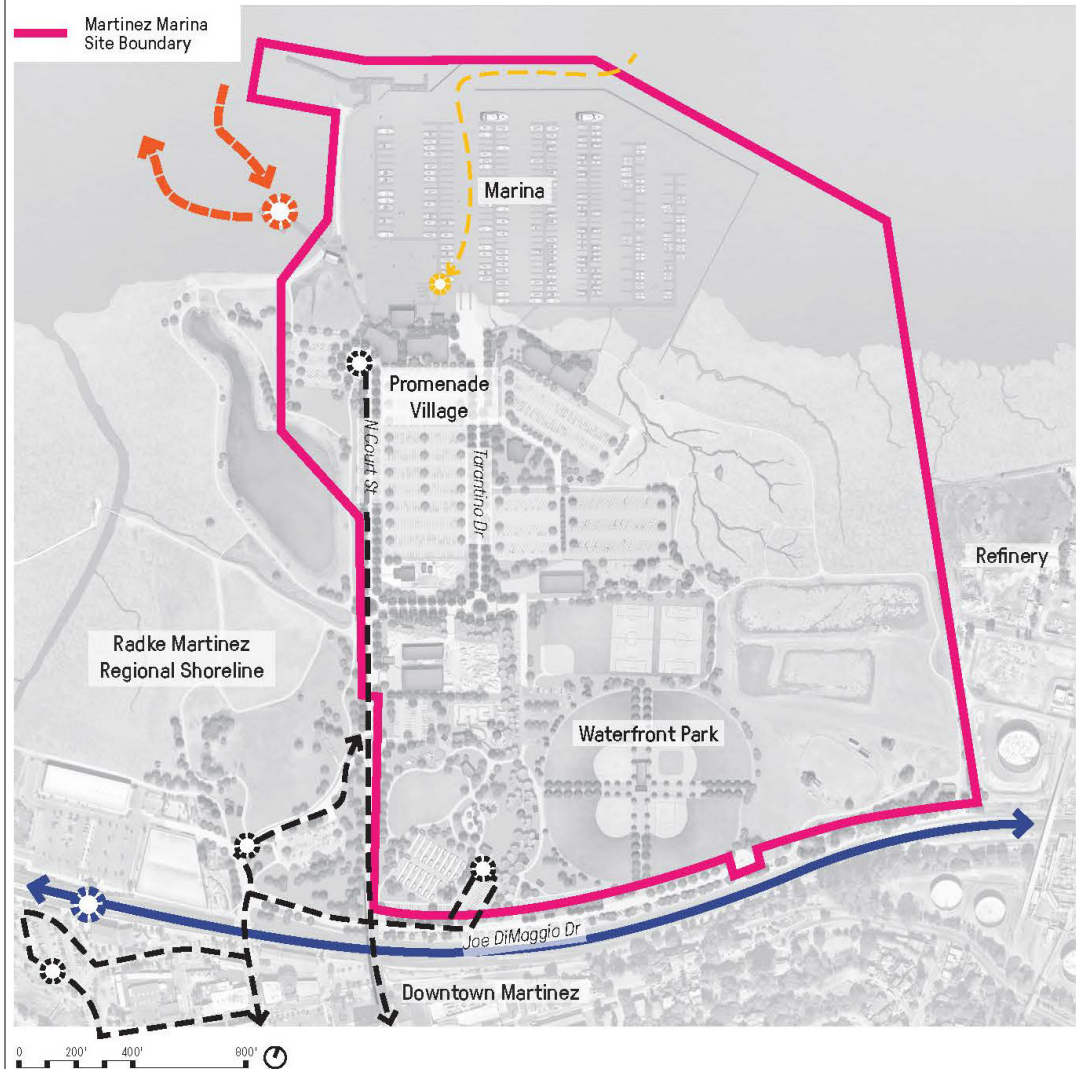
**FEMA MAP**

- 100-year Flood Zone
- 500-year Flood Zone
- Area of Minimal Flood Hazard
- Open Water

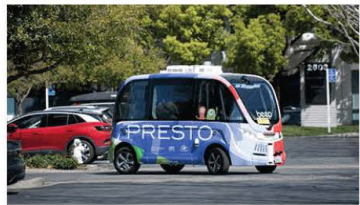
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**Figure 4**  
**FEMA Flood Zones**  
 City of Martinez Waterfront Trust Land Use Plan Initial Study  
 Martinez Waterfront Marina Plan Project



Amtrak



Autonomous Shuttle Pilot



Ferry



Water Taxi

Transit

- Capitol Corridor
- Martinez Amtrak Station/Proposed Martinez Bus/Shuttle Stop
- Proposed WETA Ferry Service
- Proposed WETA Ferry Terminal
- Proposed Water Taxi Service
- Proposed Water Taxi Service Terminal
- Proposed Bus/Shuttle Service
- Proposed Bus/Shuttle Stop

*The proposed Bus/Shuttle is anticipated to connect the proposed WETA Ferry Terminal with the Martinez Amtrak Station. And making additional stops at the Waterfront Park, Radke Martinez Regional Shoreline, and Downtown Martinez. It is expected that the feasibility of a shuttle will be directly tied to the proposed WETA Ferry Terminal.*

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**Figure 5  
Transit**