

City of Martinez
Martinez Marina
**Master
Plan**

Approved February 1994

Prepared by
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INTRODUCTION

The Martinez Marina and adjacent park sites provide a major source of recreation for the residents of the City and surrounding communities. In addition to the physical recreation facilities, the Marina also provides a significant aesthetic and identity element for the City's fabric.

In order to appropriately address expansion, transportation, and recreation issues affecting development of the Marina and surrounding environs, the City with assistance from the California Coastal Conservancy, commissioned this master plan. The planning process and design effort entailed in this master plan strives to analyze current conditions, identify opportunities and constraints in relationship to existing and proposed uses, and formulate a scheme for future Marina development that will create a synergistic relationship between existing and proposed uses. This planning effort also aspires to preserve and enhance the character of the surrounding natural area, and create a strong physical and visual connection between the downtown and the waterfront.

The following is a brief description of the process and goals of this undertaking.

THE PLANNING PROCESS

Planning Approach

The planning process consisted of four major phases, Site Analysis, Concept Design, Master Plan, and City review and Approval. During the first two phases of this process extensive meetings with City and Conservancy staff were held in order to lay the foundation for master plan development. The culmination of the second phase was a Marina Commission review of the range of possibilities represented in two conceptual alternatives. This review was held in a workshop setting. After a plan direction

was established, the a draft master plan was developed and reviewed by the Marina Commission in a public hearing setting. The final phase was review of the plan by the City Council in a public hearing setting.

Site Analysis

During this phase, existing planning literature and policy documents were reviewed and summarized for their influence on potential Marina development and operation. In addition, several site visits were conducted and additional information on views, circulation, topography, existing facilities, and land use was gathered. Existing site conditions were photographed as well.

A composite base map of the study area was created and the site analysis information was graphically displayed on an Opportunities and Constraints diagram. This diagram and accompanying text were presented to the City staff for their review and comment. After the City review, the Consultant made appropriate corrections and additions to the maps in preparation for the next phase.

Concept Design

Concept Design was the second phase of the planning process. the Consultant developed two sets of conceptual plans. The conceptual plans consisted of an overall site plan depicting possible facility configuration and development, three typical concept cross-sections illustrating in detail the relationship between the proposed elements and existing conditions in the study area, and descriptive text describing the concepts, goals, and specific elements of each plan.

The purpose of developing two sets of conceptual plans was to explore the range of options. The plans were not developed as an either/or scenario, but rather as a graphic illustration of

possibilities from which elements of each plan could be taken to develop the final plan.

These two sets of conceptual plans were reviewed by the City staff and Conservancy prior to presentation to the City's Marina Commission in a workshop setting. After the Commission's review, the Consultant met with City staff to determine the elements and configurations to be included in the Draft Master Plan.

Draft Master Plan

The draft master plan was developed and reviewed by City staff after which it was forwarded to the City's Marina Commission. After a thorough review, the Commission recommended approval of the plan to the City Council.

City Council Review and Approval

The draft master plan was approved on 2/7/94 by the City Council.

CEQA

Since the master plan includes several phases which translate into specific projects, California Environmental Quality Act (CEQA) requirements will be addressed on a project basis.

GOALS OF THE PLANNING PROCESS

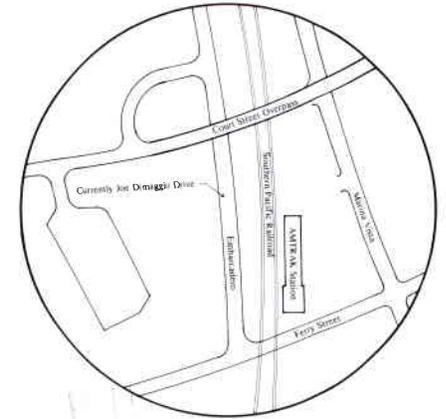
The following are the goals of the planning process

1. Assist the City in establishing specific Marina development objectives compatible with the community's recreation desires, existing Marina uses, and the surrounding natural environment.
2. Identify regulatory agency processes and requirements that affect Marina development.
3. Define construction costs for the proposed improvements in a fashion that will guide the City in making important decisions regarding allocation of their fiscal and personnel resources.

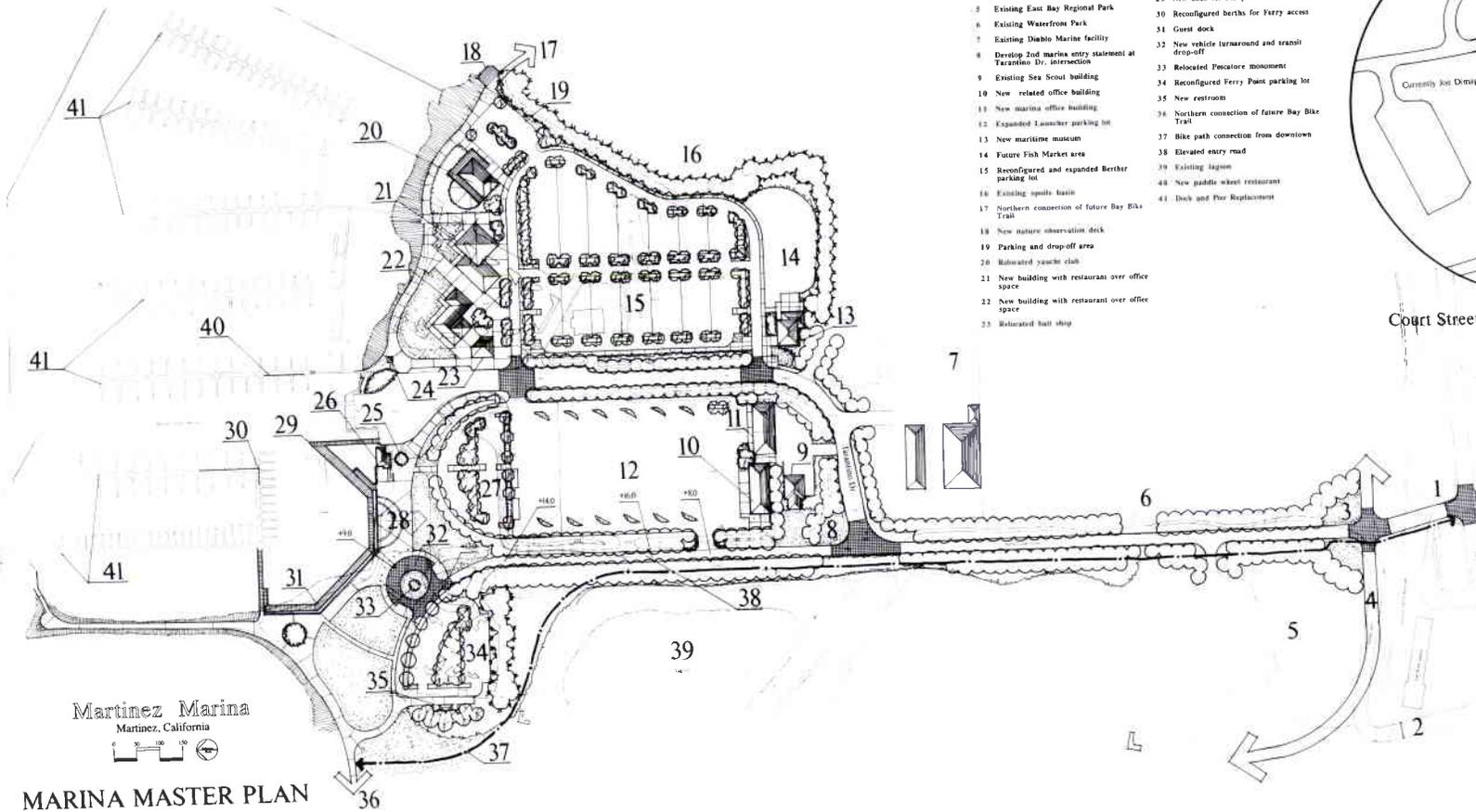
4. Identify potential sources of funding for the proposed park improvements and associated recreation programs.

MARTINEZ MARINA
MASTER PLAN LEGEND

- | | | | |
|----|--|----|--|
| 1 | Connect North Court St. to Marina Vista at Court St. via new railroad connection | 24 | New nature observation kiosk |
| 2 | Terminate Ferry St. south of the railroad | 25 | Joli'n Joe boat display |
| 3 | Develop new Martinez Marina entry statement with nautical theme | 26 | Existing Harbor Master's office |
| 4 | Realign Embarcadero | 27 | Reconfigured Albatross parking lot |
| 5 | Existing East Bay Regional Park | 28 | New Ferry Plaza |
| 6 | Existing Waterfront Park | 29 | New dock for Ferry |
| 7 | Existing Diablo Marine facility | 30 | Reconfigured berths for ferry access |
| 8 | Develop 2nd marina entry statement at Taranino Dr. intersection | 31 | Guest dock |
| 9 | Existing Sea Scout building | 32 | New vehicle turnaround and transit drop-off |
| 10 | New related office building | 33 | Relocated Pescatore monument |
| 11 | New marina office building | 34 | Reconfigured Ferry Point parking lot |
| 12 | Expanded Launcher parking lot | 35 | New restroom |
| 13 | New maritime museum | 36 | Northern connection of future Bay Bike Trail |
| 14 | Future Fish Market area | 37 | Bike path connection from downtown |
| 15 | Reconfigured and expanded Berther parking lot | 38 | Elevated entry road |
| 16 | Existing sports basin | 39 | Existing lagoon |
| 17 | Northern connection of future Bay Bike Trail | 40 | New paddle wheel restaurant |
| 18 | New nature observation deck | 41 | Dock and Pier Replacement |
| 19 | Parking and drop-off area | | |
| 20 | Maintained yacht club | | |
| 21 | New building with restaurant over office space | | |
| 22 | New building with restaurant over office space | | |
| 23 | Maintained hall ship | | |



Court Street Railroad Overpass Alternative



Martinez Marina
Martinez, California



MARINA MASTER PLAN
September 1993

Hyden
ASSOCIATES

MASTER PLAN

DESIGN CONCEPT AND GOALS OF THE PLAN

Design Concept

The design concept for the Master Plan is to integrate existing and proposed Marina uses with adjacent park sites and surrounding environs in a functional and aesthetic fashion that will enhance the value of each element through its relationship to surrounding elements. In addition, extend the functional and aesthetic qualities of the waterfront area in a manner that penetrates the existing physical and visual barriers and re-establish a substantial connection between the downtown and the waterfront. Specifically, there are four main goals inherent in this concept. They are:

1. Provide a plan that guides future development and renovation to achieve an optimal relationship between Marina functions, circulation, and aesthetics.
2. Revive the physical and visual connection between the waterfront and downtown Martinez.
3. Integrate Marina facilities with the existing City of Martinez and East Bay Regional Park park facilities in a fashion that unifies and enhances all of these elements beyond the sum of the parts.
4. Provide the maximum flexibility in use development and construction phasing possible within goals 1 through 3.

Open turf areas and a promenade are chief physical elements used to achieve the integration of the various site elements. The new

open turf areas creates a substantial open park space for passive recreation thus integrating the waterfront with the other existing park facilities to the south. The open turf areas also provide an excellent foreground to the water views and create an aesthetic similar to San Francisco's Marina Green.

The promenade runs from the proposed vista point on the east side of the site to the fishing access pier at the end of the existing mole. The promenade will consist of textured concrete, interlocking pavers with planters, trash receptacles, benches and other appropriate park furniture. The promenade paving will interlace with the Ferry Plaza, open turf area, boat launch area, and new commercial area to the east, thus continuing to emphasize the integration of the Marina elements.

The architectural theme for new buildings in the Marina will build off of the theme of the existing Harbormasters Building as well as regional maritime architecture.

Hardscape and landscape treatments will be developed to integrate with the natural landscape, as well as provide a unified theme with the architecture, signage and lighting.

DETAILED DESCRIPTION OF MASTER PLAN ELEMENTS

The following are detailed descriptions of the master plan elements. These elements are keyed by number to the master plan. Refer to Figure 1 and enclosed full size master plan map.

- 1 Connect North Court St. to Marina Vista at Court St. via new railroad crossing:** A New connection to the downtown area has been created by shifting the railroad crossing east from Ferry Street to Court Street.

The plan calls for the re-connection of North Court Street to the intersection of Marina Vista and Court Street. Special paving is used at this intersection and all other major intersection points along the North Court Street and Tarantino Drive. The alignment of North Court Street and Tarantino Drive remains as is existing except that the vertical alignment of the last 550 feet of North Court Street has been redesigned to create a better view of the waterfront. This was accomplished by raising the grade approximately 8 feet above existing and then gently sloping the road back down as the vehicles approach the waters edge and parking area.

Lighting signage and other street furniture will be repeated along this roadway to reinforce the marina/park theme and connection to downtown. This connection will be further enhanced with the placement of a colonnade of trees on each side of the roadway.

An alternate to this scheme creates an overcrossing of the railroad and Marina Vista connecting North Court Street to Court Street (see inset labeled Court Street Railroad Overpass Alternative for Overcrossing Alignment).

The overcrossing alternate creates a strong link to downtown and it avoids the congestion problems associated with the railroad. However, there is a substantial cost associated with planning and constructing an overcrossing.

A third alternate to the North Court St. Marina Vista connection is the development of a railroad crossing connecting the downtown to the waterfront area at Berrellesa St. Under this scheme the Ferry St. connection would remain.

- 2 Terminate Ferry St. south of the railroad tracks:** Termination of Ferry Street south of the railroad is proposed to eliminate a double railway crossing. Relocation of the railroad crossing will require coordination with and approval by Southern Pacific Railroad and the Public Utilities Commission. Termination of Ferry St. as a through street may reduce the amount of traffic to some adjacent businesses in the area along Ferry Street from the termination to the intersection of Marina Vista.

- 3 Develop new Martinez Marina entry statement with nautical theme:** The plan calls for a major entry statement to be located at the realigned intersection of Joe DiMaggio Drive and North Court Street. This entry statement will consist of a major structure with a nautical theme. The structure will be at least 30 feet high and it will be visible from the intersection of North Court Street and Marina Vista, and beyond. Turf mounding and tree plantings will be used to reinforce the entry statement and integrate it with the park surroundings. The entry statement will visually and/or physically span the roadway. See Figure 2 Section 1.

- 4 Realign Joe DiMaggio Drive:** Joe DiMaggio Drive is realigned to create a 90 degree intersection with North Court Street.

- 5 Waterfront and Marina:** The park area will remain as is.

- 6 Waterfront and Marina:** The park area will remain as is.

- 7 Existing Diablo Marine facility:** The function and aesthetics of this facility will remain as is.

- 8 Develop 2nd Marina entry statement at Tarantino Dr. intersection:** This intersection is treated with special paving and associated street furniture and plantings. A second entry statement similar to the first will be located in this area. This entry statement will use a square mast rigging concept to develop the sail portion of the entry statement. A

major directional signage system will be instituted at this point to direct Marina visitors to their proper destinations.

- 9 **Existing Sea Scout building:** The grading and landscaping at the Sea Scout building is modified to enhance the site and building aesthetics and establish it as a visual element of the Marina complex.
- 10 **New Marina related office building:** A new office building is proposed for the southeast corner of the expanded launcher parking lot. This building is two story 10,000 gross square feet, with 36 associated parking spaces.
- 11 **New Marina related office building:** A new office building is proposed for the southeast corner of the expanded launcher parking lot. This building is two story 10,000 gross square feet, with 36 associated parking spaces.
- 12 **Expanded Launcher boat trailer parking lot:** This lot has been expanded from the existing 46 vehicle and trailer spaces to a total of 138 vehicle and trailer spaces.
- 13 **New Maritime Museum:** A new Maritime Museum is proposed for the southeast corner of the intersection of Tarantino Drive and the expanded berth lot. This location provides high visibility within the Marina complex. The building is a 3,000 gross square foot single story building. Parking for this structure will be provided by the expanded berth parking lot.
- 14 **Future Fish Market area:** This area is designated for future development of a fish market area or other appropriate maritime related use.
- 15 **Reconfigured and expanded berth parking lot:** The existing lot has been reconfigured to provide room for development of the restaurant and office buildings and the relocated Yacht Club. The northerly edge of the lot has been moved back approximately 300 feet and the existing 131

mark and 19 unmarked spaces have been expanded to a new total of 227 spaces.

- 16 **Existing spoils basin:** The function and configuration of this area will remain as is.
- 17 **Eastern connection of future Bay Bike Trail:** This is the eastern connecting point of the proposed San Francisco Bay regional Bike Trail. The promenade through the Marina area will provide the surface connection to the western connecting point.
- 18 **New nature observation deck:** This new nature observation deck will be oriented towards the wetland habitat of the bay. Benches, interpretive signs and railings will be provided. The deck is 500 square feet in size.
- 19 **Parking drop-off area:** This area provides short term parking for observation deck visitors as well as a loading and unloading area for eastern dock access. A total of 24 spaces and 80 linear feet of drop-off area are provided by this lot.
- 20 **Relocated Yacht Club:** A new building to house the existing Yacht Club will be located adjacent to the waters edge but out of the 100 foot BCDC jurisdiction line. The building will be a 4,000 gross square foot single story structure.
- 21 **New building with restaurant and retail space:** This new two story 16,000 gross square feet building provides 8,000 square feet of restaurant space and 8,000 square feet of retail space. Parking for the restaurant is provided by the lot directly east of the building as well as the reconfigured berth lot. Parking for the retail space is provided by the reconfigured berth lot. The building is oriented to the waterfront but it is located outside of the BCDC jurisdiction. The building provides outdoor second story decks and views of the waterfront.

22 New building with restaurant and retail space:

This new two story 12,000 gross square feet building provides 5,000 square feet of restaurant space and 7,000 square feet of retail space. Parking for the restaurant is provided by the lot directly east of the building as well as the reconfigured berth lot. Parking for the retail space is provided by the reconfigured berth lot. The building is oriented to the waterfront but it is located outside of the BCDC jurisdiction. The building provides outdoor second story decks and views of the waterfront.

23 Relocate and expand Marina Bait Shop:

A new Marina store and Bait Shop is located on the east side of the boat launch area. It is a single story 3,000 gross square foot structure which includes a public restroom with access from the outside and a storage area for Marina maintenance.

24 New nature observation kiosk:

This information kiosk is oriented towards nature interpretation and information. It will provide interpretive panels on the adjacent habitats, as well as an area for information about local nature oriented field trips and other events.

25 Jolt'n Joe Display:

The Jolt'n Joe Boat Display will be located in this area for visual prominence from the Ferry Plaza, promenade and boat launch area.

26 Existing Harbormasters office:

This structure will remain as is.

27 Reconfigured Albatross parking lot:

This lot has been reconfigured to provide a better line of sight from the entry road to the waterfront area. The existing 35 spaces have been expanded to a total of 42 spaces.

28 Develop new Ferry Plaza:

This is a multi-terraced plaza that functions as a gathering space for community events as well as everyday park use. In addition, this space

will function as the loading and unloading area for future ferry service. (See Section 3). The paving materials consist of interlocking pavers with concrete banding. A sculpture element with the same theme as the entry element is also located in the plaza as a focal point for the waterfront. Appropriate park furniture will also be included in this design. This multi-terraced plaza is a central element in the unification and enhancement of the waterfront area. Its configuration integrates function and form of the boat launch, promenade, open turf and parking areas.

29 New dock for ferry service:

This new dock will provide landing facilities for the regional ferry proposed by the Metropolitan Transportation Commission.

30 Reconfigured berths for ferry access:

The existing berth configuration requires modification to provide the required maneuvering room for the proposed ferry. A total of 11 berths will be eliminated.

31 Guest dock:

A new guest dock is proposed for the area adjacent to the Ferry Plaza and Promenade. This configuration provides 300 linear feet of guest docking space. This does not include the 170 linear feet of ferry docking space which may be available on an intermittent basis once the ferry begins operation.

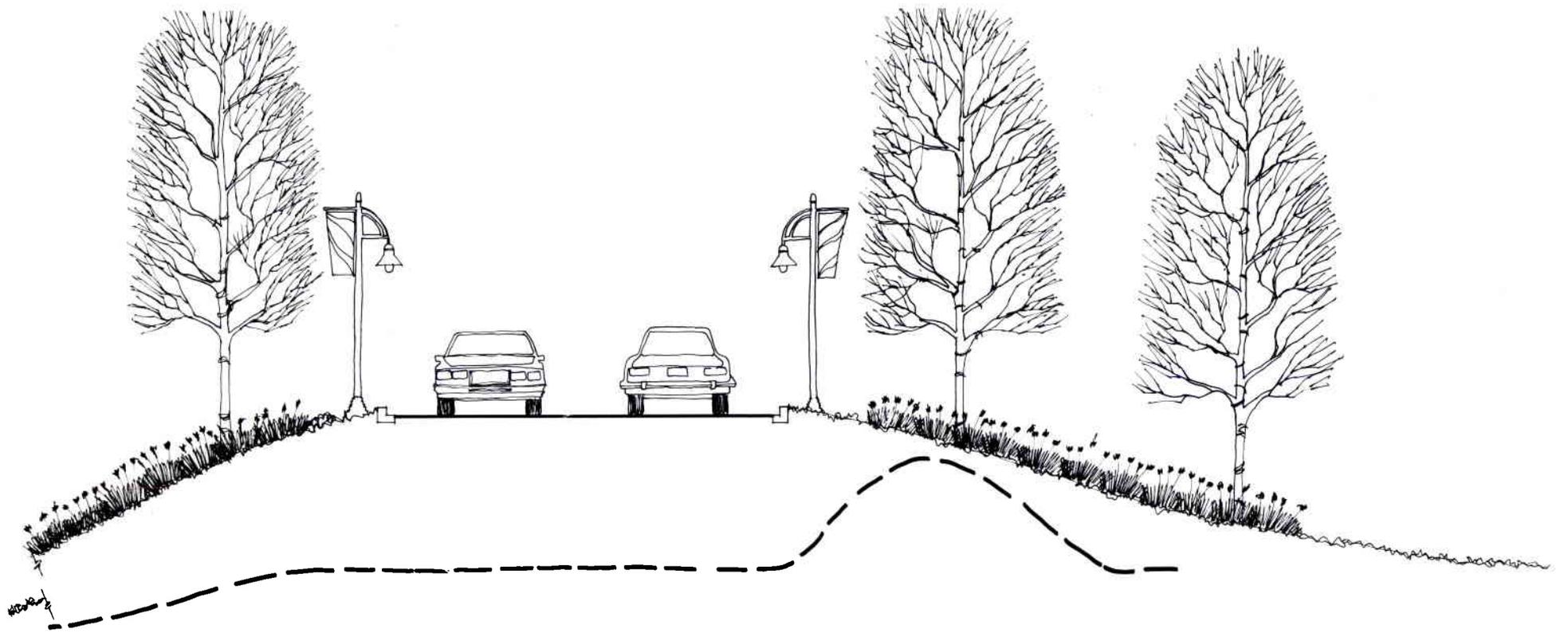
32 New turning circle drop-off area:

A new turning circle and drop-off area have been developed adjacent to the Promenade and Ferry Plaza. This turning circle establishes a major sense of arrival to the waterfront. It greatly enhances the views to the waterfront and creates a strong interrelationship between the proposed Ferry Plaza, promenade, and open turf areas. In addition, it provides a significant connection link for mass transit vehicles shuttling ferry patrons between the waterfront and the proposed intermodal transportation center to be located downtown.

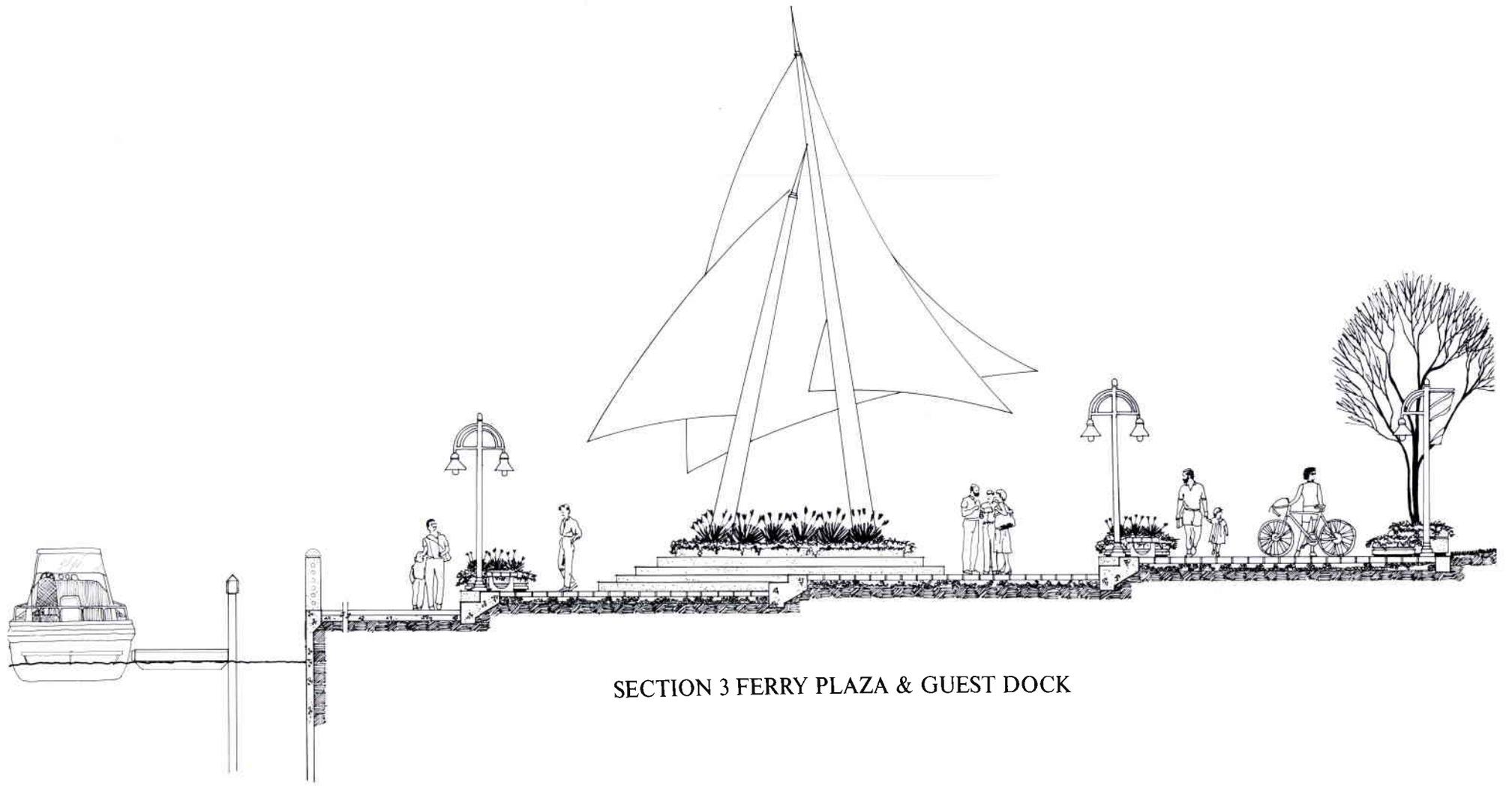
- 33 Relocate Pescatore Monument:** The existing Pescatore Monument has been relocated to a position of prominence in the turning circle planting area.
- 34 Reconfigure Ferry Point Landing parking lot:** As with the Albatross lot this lot has been reconfigured to provide better views of the waterfront by arriving visitors. The reconfigured lot stays within the same boundary of the old lot thus avoiding any impingement into the existing buffer between the lot and the lagoon. This buffer is enhanced with the addition of an evergreen screen between the lot and the lagoon. The existing 90 spaces have been reconfigured for a new total of 84 spaces.
- 35 New restroom:** A new restroom is proposed at the western end of the reconfigured Ferry Point Landing parking lot to service park users as well as ferry patrons.
- 36 Western connection of Future Bay Bike Trail:** This is the western connecting point of the proposed San Francisco Bay Regional Bike Trail. The promenade through the Marina area will provide the surface connection to the eastern connecting point.
- 37 Bike path connection from downtown:** This alignment provides a connection from the downtown bike path system to the waterfront and the Future Bay Bike Trail. This will be a Class I system with an eight foot paved surface traffic stripe in the middle and a two foot shoulder on each side.
- 38 Elevated entry road:** In order to provide a stronger visual connection with the waterfront the last 600 feet of North Court Street have been elevated approximately eight feet above existing grade and then sloped gently towards the water. The grading along with the reconfigured parking lots to the east and west provide a strong visual connection to the waterfront as visitors approach. This sense of entry is further enhanced with the addition of a tree colonnade on each side of the road that opens up as the visitor approaches the waterfront.
- 39 Existing lagoon:** The existing lagoon will remain as is.
- 40 New Paddle Wheel Restaurant:** Six berths will be reconfigured to accommodate the docking of a paddle wheel ship which will be used as a restaurant.
- 41 Dock and pier replacement:** Renovation and replacement of the existing docks and piers will include widening of existing single finger piers, replacement of access ramps, and the replacement of all berths using wood over foam construction. Water and electrical service, dock rubber, cleats and pile driving are included in the scope of work. This work is proposed to be done in three phases as follows:
Phase I Docks E and F
Phase II Docks C and D
Phase III Docks A and B



SECTION 1 ENTRY STATEMENT



SECTION 2 ELEVATED ROADWAY



SECTION 3 FERRY PLAZA & GUEST DOCK

CONSTRUCTION COSTS AND PHASING

Construction Cost

This construction cost estimate was developed by applying current unit costs and lump sum allowances to various construction operations and materials required for each of the proposed elements of the master plan. For this level of estimate preparation a 20% design contingency is included to cover construction contingencies and design and engineering costs.

Due to the nature of a master plan of this size and scope, implementation will probably take several years and many phases. Moreover, phasing for a project of this size will be greatly influenced by availability of funding from various funding sources, as well as the interdependence of the construction elements of the proposed phase to the overall plan.

This estimate has been prepared by grouping construction operations and costs into several project elements. This approach allows the maximum flexibility to decision makers when considering an implementation approach and potential construction phasing.

Please note that this estimate has been prepared using current (1993) unit costs for various construction elements. Therefore, construction cost escalation must be accounted for when using this estimate for budgeting purposes in future years.

The following is a summary of the master plan estimate of probable construction costs. See appendix 3 for a detailed breakdown of construction costs and design contingencies.

ELEMENT	TOTAL COST
Intersection at Marina Vista	\$70,122
SP Railroad Crossing	\$54,516
Entry Statement At North Court St.and Joe DiMaggio Drive	\$146,876
Joe DiMaggio Drive Realignment	\$147,642
North Court St. Landscaping from Joe DiMaggio to Tarantino Drive	\$262,800
Entry Statement at Tarantino	\$106,086
Elevated Section of North Court St.	\$183,186
North Court St. Landscaping from Tarantino to Parking Lot	\$178,800
Expanded Launcher Parking Lot	\$485,014
Two New 10,000 SF Marina Related Offices at Launcher Parking Lot	\$1,963,056
Reconfigured Albatross Parking Lot	\$168,984
Vehicle Turnaround and Transit Drop-off	\$111,015
Reconfigured Ferry Point Parking Lot	\$393,744
Promenade and Park Area South of Boat Launch	\$516,093
Promenade and Park Area North of Boat Launch	\$183,282
12,000 SF Building w/Offices and Restaurant North of Boat Launch	\$1,335,360
16,000 SF Building w/Offices and Restaurant North of Boat Launch	\$1,745,280
3,000 Square Foot Marina Store/Bait Shop	\$297,480
4,000 Square Foot Yacht Club	\$465,816
Parking/Drop Off Area Next to Observation Deck	\$55,770
Nature Observation Deck	\$28,830
Reconfigured Berther Parking Lot	\$919,099
Tarantino Drive Landscaping From Boat Launch to North Court St.	\$168,864
Maritime Museum	\$413,466
Marine Improvements for Guest Docking *	\$3,120,000
<u>Dock and Pier Replacement**</u>	<u>\$2,926,000</u>
TOTAL ESTIMATE	\$16,447,181

* Costs derived from estimates prepared by Moffatt & Nichol, Engineers in the Martinez Pier Facility Replacement Plan dated October 2, 1990.

** Costs provided by City of Martinez Marina staff.

Phasing

The following summarizes Phasing Priority for the Marina Master Plan developed by the City of Martinez Marina Commission. See Appendix 4 for a detailed breakdown of this information.

PRIORITY 1 (Expected completion 24 months)

Entry Statement at Tarantino	
Promenade and Park Area East of Boat Launch	
Promenade and Park Area West of Boat Launch	
Nature Observation Deck	
Tarantino Drive Landscaping from Boat Launch to North Court St.	
Dock and Pier Replacement Phase 1	
Marina Improvements for Gusset Dockings and Ferry Landing	
TOTAL	\$5,098,488

PRIORITY 2 (Expected completion 24 to 60months)

North Court St. Landscaping & Lighting from DiMaggio Dr. to Tarantino Dr.	
Expanded Launcher Parking Lot	
Reconfigured Albatross Parking Lot	
Vehicle Turnaround and Transit Dropoff	
Reconfigured Ferry Point Parking Lot	
Reconfigured Berther Parking Lot	
Dock and Pier Replacement Phase 2	
TOTAL	\$3,315,989

PRIORITY 3 (Expected compleiton Beyond 60 months)

Intersection at Marina Vista	
SP Railroad Crossing	
Entry Statement at North Court St. & DiMaggio Dr.	
DiMaggio Dr. Realignment	
Elevated Section of North Court St.	
North Court St. Landscaping & Lighting from Tarantino to Parking Lot	
New Marina Related Office Buildings at Launcher Parking Lot	
New 12,000 GSF Building North of Boat Launch	
New 16,000 GSF Building North of Boat Launch	
New Yacht Club 4,000 GSF Building North of Boat Launch	
New Parking/Drop Off Area	
Maritime Museum	
Dock and Pier Replacement Phase 3	
TOTAL	\$8,032,703

FUNDING

Obtaining public funding for project development is increasingly competitive due to federal and state budget constraints.

Appendix 5 lists the agencies, programs, and funding structure for funding and financing of development of the Martinez Marina.

In the process of pursuing funding for this project, a strategy that incorporates the following elements is suggested.

Actively pursue State, Federal, and Private Foundation grants for waterfront, public access and habitat restoration development.

The use of non-profit agencies and volunteer groups should be actively explored. These groups are most effective in the operations and maintenance aspects. However given the right project and proper supervision, volunteer groups have been successful in implementing capital improvements.

Private contributions from concerned individuals and groups should be energetically sought for development of the marina/park. One successful method is to dedicate park features (i.e. kiosks, amphitheater, benches, etc.) in honor of the contributor.

Given the costs of park development and the limited financial resources of the City, grants and other programs with minimum contributions from the City should receive the highest priority. All agencies and programs listed in appendix 4 should be explored as possible funding sources.

APPENDIX 1

SUMMARY OF EXISTING PLANNING INFORMATION

The following is a summary of the existing planning information related to the opportunities and constraints for the Martinez Marina Plan. I have put this information into an opportunities and constraints format which after reviewed and edited by City and Conservancy staff will be placed on the opportunities and constraints diagram as background information.

Martinez General Plan Waterfront Park and Recreation Goals

ISSUES:

- The General Plan calls for the waterfront area to be further developed to take advantage of its potential as a shoreline recreation area where a variety of outdoor recreational activities can take place in a protected setting (Martinez 23.29).

OPPORTUNITIES:

- Develop facilities that integrate existing park and recreation facilities with new facilities in a fashion that meets the policies of the general plan.

Waterfront Specific Area Plan

ISSUES:

- The following is a summary of pertinent goals, policies, and programs of the General Plan for the waterfront area (Martinez 30.7):

GOALS

The Martinez waterfront is an asset which can play a major role in recreation and conservation for the region. By

realizing its full potential, the City can re-establish a focal point of historical importance to the community and provide an impetus for a range of civic improvement projects.

POLICIES

Contemplated uses should include: an expanded and improved boat marina, fishing pier (s), water-oriented commercial/recreational establishments, scenic routes, hiking and bicycling pathways, and areas for both active and passive recreational pursuits.

Marshes and mudflats along the waterfront should be maintained and reconditioned to conserve wildlife and flora.

Public access to the waterfront should be expanded through well-designed and safe pedestrian elevated crossings, and if indicated, vehicular crossings.

Sponsors of public and commercial recreational facilities should be clustered and concentrated to permit joint use of facilities, preserve open space and provide a greater range of choice for users.

PROGRAMS

Marina-related uses should be consolidated in an intensive Marina Development Area immediately adjacent to the Marina.

Pine Street or North Court Street should be extended to connect directly with the Marina.

The visual identity of the Marina Development Area should be bolstered by fixing its boundaries and carrying through a unifying paving and landscaping scheme.

A railroad crossing with gate should be provided at Pine Street or North Court Street. The present Ferry Street Crossing should be closed. This change would improve general accessibility to the Marina and commercial areas and would discourage development in the western section of the waterfront. Joint use parking by the County in Reclamation Areas I and V should be undertaken in connection with this crossing.

Central Martinez Specific Area Plan

ISSUES:

- The following are pertinent goals of the Central Martinez Specific Area Plan (Martinez 30.2):

Preserve and enhance the environment, physical structure and services in a manner which respects the special small town character, quality and amenity of "Old" Martinez.

Secure open space and conservation areas both around and within the urbanized area of central Martinez, afford relief from the urban environment, ensure neighborhood identity, protect scenic vistas and provide for active and passive recreation.

Achieve a visually pleasing community in which structure and surroundings are related in a harmonious and functional pattern while eliminating unattractive elements and arresting deterioration.

OPPORTUNITIES:

- Develop a Marina plan that integrates with the downtown in a fashion that integrates the goals of the Central Martinez Specific Area Plan to create a synergistic relationship between the Marina and downtown.

Marina Vista Scenic Drive

ISSUES:

- The Scenic Roadways Element of the City's General Plan identifies the extension of the existing Crockett to Martinez waterfront scenic drive from its present terminus and the western City boundary to a new terminus at the junction of Marina Vista and Route 680 as a Scenic Roadway (Martinez 27.1).

OPPORTUNITIES:

- General Plan policies for Scenic Roadways include prohibition of billboards; high priority for utility under-grounding; reduction and or elimination of curbside parking; roadside landscaping in accordance with the area's character; appropriate luminaries; proper siting of buildings to maintain major scenic attributes; and selection of building materials, colors and signing consistent with the goal of maintaining scenic attributes (Martinez 27.331-27.36).

Bay Trail (Martinez Shoreline Segment)

ISSUES:

- Conceptually this trail will encircle San Francisco Bay, San Pablo Bay, and the Carquinez Strait. Within the City of Martinez, the trail accesses the Regional Shoreline, and Waterfront Park. The trail alignment hasn't been determined nor has the right-of-way along the water frontage of Shell Oil and Tosco (Barton-Aschman 1991).

Marina Vista Bike Lane

ISSUES:

- The Draft Transportation Element proposes restriping Marina Vista east of Escobar Street to Shell Avenue. The restriping will provide one travel lane in each direction, a center turn lane, and bike lanes in each direction (Barton-Aschman 1991).

OPPORTUNITIES:

- These bike lanes have the potential of connecting with the proposed Bay Trail (Barton-Aschman 1991).

Pine Street Bike Lane**ISSUES:**

- The Draft Transportation Element proposes this bike lane as a second priority project as an extension of the future Pacheco bike lanes into the downtown. However, narrow pavement width makes these lanes difficult to implement (Barton-Aschman 1991).

OPPORTUNITIES:

- Development of this bike lane could reinforce the desired link between the Marina and downtown.

San Francisco Bay Plan**San Francisco Bay Conservation and Development Commission (BCDC)****ISSUES:**

- The following is a summary of the scope of authority and area of jurisdiction for BCDC (San Francisco Bay Conservation and Development Commission 34):

In the public interest BCDC is authorized to control both bay filling and dredging, as well as shoreline development. The area over which BCDC has jurisdiction for the purpose of carrying out the controls described is defined in the McAteer-Petris Act and includes:

(a) San Francisco Bay, being all areas subject to tidal action including all sloughs, and specifically, the marshlands lying between mean high tide and five feet above mean sea level; tidelands (land lying between mean high tide and mean low tide); and submerged lands (land lying below mean low tide).

A shoreline band consisting of all territory located between the shoreline of San Francisco Bay and a line 100 feet landward and parallel with that line, but excluding any portions of such territory which are included in subdivisions (a) San Francisco Bay, (c) Saltponds, and (d) Managed wetlands of this section; provided that the Commission may, by resolution exclude from its area of jurisdiction any area within the shoreline band that it finds and declares is of no regional importance to the Bay.

**Park System Master Plan 1992-1997
City of Martinez****OPPORTUNITIES:**

The following is a summary of the proposed master plan improvements in the study area:

- Marina Improvements
 - A. Old ferry pier removal.
 - B. A-pier access and relocation of utilities.
 - C. Bulkhead, dredging and additional guest docks.
 - D. Landscaping and trail connections.
 - E. Bicycle lanes along North Court Street.
 - F. Redesign of Harbormasters building access ramps.
 - G. Dock replacement (between D and F piers).
 - H. Public restroom adjacent to Ferry Point picnic area.
- Ferry Point Memorial Tree Grove Improvements

- A. Repair Drainage at southeast corner of Memorial Tree Grove.
- Train Display Area
 - A. Install remaining landscaping per approved plan once drought ends.
- Waterfront Park
 - A. Construct basketball facility beyond the left field fence of diamond #4.
 - B. Tree planting on creek banks.
 - C. Install steps on AC trail between soccer field and east side of ball diamonds.
 - D. Replace bleachers at ballfields.
 - E. Provide ballfield fence extensions along entrance paths and plant trees along pathways.
 - F. Resurface bocce/picnic parking area.
 - G. Pave and stripe parking lot at the corner of North Court St. and DiMaggio Drive.
 - H. Develop covered large group picnic area and parking on northeast end of undeveloped park area.
 - I. Improve access road to north parking area.
 - J. Install landscaping on perimeter bank of multi-use field and adjacent to ballfield #5.
 - K. Install sixth practice ballfield to northeast corner of multi-use play area.
- Bay Trail Martinez Shoreline Segment
 - A. Multi-use trail with different surfaces and widths according to location.
- AMTRAK Passenger Station at 401 Ferry Street
 - A. Although this site is not detailed in the Park System Master Plan, it is recognized as having value that could serve to help meet the recreational needs of the citizens of Martinez and those in the sphere of influence.

Regional Ferry Plan San Francisco Bay Area

City of Vallejo and Metropolitan Transportation Commission

The following is a summary of the issues and opportunities described in phase two recommendations for potential new ferry routes Martinez to San Francisco of the draft plan:

OPPORTUNITIES:

- Ferry service from Martinez would be effective. One way travel time is estimated to be 35% faster than automobile and 29% faster than the combination of BART express bus and BART rail service.
- The Martinez service has the best financial performance and the lowest amount of operating subsidy required of the services analyzed.

CONSTRAINTS:

- A major concern is that the proposed level of service (one a.m. and one p.m. departure) does not offer enough of an option to commuters to sustain projected ridership for the long-term. The limited peak period service limits total ridership levels.
- There is not a midday market for the service between Martinez and San Francisco. Lack of service during the midday could reduce commuter ridership, since returning during the midday is not an option for the commuter. To adequately utilize the vessel for this service, midday uses for the vessel should be explored.

Proposed Intermodal Project City of Martinez

OPPORTUNITIES:

- An intermodal facility would provide parking for intercity rail users, AMTRAK passengers, carpools and vanpools, jurors and other employee based parking relieving some of the pressure on downtown parking needs.
- If intermodal facility is developed, the existing AMTRAK structure may be available for use as a community service building or museum.

Restaurant Market Analysis Martinez Marina

Keyser Marston Associates, Inc.

OPPORTUNITIES:

- A five mile radius trade or market area was identified for this site.
- In general, restaurants overlooking the boats and water at marinas have been extremely successful.
- The major source of market support for a proposed restaurant is expected to be the residential population in the trade area.
- Income levels in the trade area are expected to gradually increase as new residential and commercial development occurs in the Martinez area.
- The projected eating and drinking expenditure potential for the trade area is estimated to be \$75 million.
- Available support for additional sales in Martinez is estimated to be \$10.6 million. This amount represents the estimated amount of sales leakage from the Martinez area.
- The development of additional water oriented restaurants in the market area should be well received given the overall track record of waterfront restaurants.

- The sales potential that a restaurant should be able to capture at the Martinez Marina is estimated to be 2% to 3% of the total trade area potential, or \$1.5 to \$2.25 million.
- The market share analysis indicates sufficient support for up to 14,000 square feet of restaurant space at the Marina.
- The restaurants should be geared to the family customer which dominates the trade area. Possible examples include a popular priced seafood restaurant of 8,000 sq.ft.; a Mexican style family restaurant of 4,000 sq.ft.; or a medium priced "white table cloth" dinner restaurant of 5000 sq.ft.

Site Specific Elements

Martinez AMTRAK Station & Southern Pacific Railroad

ISSUES:

- Although the station and railroad are a major and vital transportation connection to the area, the railroad creates a strong physical barrier between the City and the waterfront.
- The railroad often creates traffic conflicts with the street access to the Marina causing causing traffic to back up well past the intersection of North Court Street and Tarantino Drive.

OPPORTUNITIES:

- The Station provides an opportunity to promote the Marina as an alternative transportation destination point. The existing open space visible from the station gives a positive visual image to AMTRAK travelers.
- Grade separations to eliminate conflict at crossings usually require vertical clearance of 23 feet for railway traffic at overpasses and 14 to 16 feet for highway traffic at

underpasses (Merritt 19-47). Given the relationship of the track and station to the existing City streets development of a grade separation is probably not practical without realignment of the railroad track.

Ferry Street, Joe DiMaggio Drive, and North Court Street

ISSUES:

- This street configuration provides the primary access route to the waterfront from downtown. This existing street configuration lacks major visual and theme connection with the waterfront. The circuitous route created by this street arrangement detracts from the sense of arrival.
- The pedestrian connection between the downtown and the Marina is weak.
- The segment of North Court Street from Joe DiMaggio Drive to the terminus at the Marina is somewhat monotonous and lacks visual connection with the waterfront.
- Possibility of creating an architectural entry statement with marina theme. This would announce the entry and reinforce the connection between downtown and the Marina.

OPPORTUNITIES:

- Possibility of realigning Joe DiMaggio Drive with a sweeping curve to improve the transition from downtown to the Marina.
- Possibility of relocating the railroad crossing thus developing a strong axial relationship between the downtown and the Marina. This would require a cul-de-sac at Ferry Street.
- Possibility of developing a paving, street furniture, lighting, signage theme, and planting theme that would be carried from the Marina to a major intersection in town. This could

compensate for the weak physical and visual connection between the Marina and the downtown.

- Possibility of creating a strong architectural statement at the intersection of Ferry Street and Joe DiMaggio Drive with a nautical theme tailored to the historical character and town image of Martinez, i.e. most elements of 1900 lumber schooner "Forester" which was a landmark element of the Martinez waterfront for 40 years before burning to the waterline in 1975 (Perry et al 12). These elements could be repeated along the route from downtown to the Marina to create a physical and visual connection.
- Possibility of raising the grade on a portion of North Court Street to provide a visual connection to the water from the roadway.

General Marina Area

OPPORTUNITIES:

- Possibility of relocating Yacht Club to the waterside.
- Possibility of adding turf area north of Ferry Point parking for kite flying.
- Possibility of adding landscape screening along southeastern perimeter to screen out views of oil tanks.
- Possibility of adding limited office space to proposed restaurant and retail space.
- Possibility of extending promenade effect along entire waterfront area to unify and organize spaces.

ISSUES:

- Strong and relatively constant prevailing winds from the northwest can make the site uncomfortable.
- Continuing subsidence creates a problem for structures; i.e., stairway at Harbormaster's office.

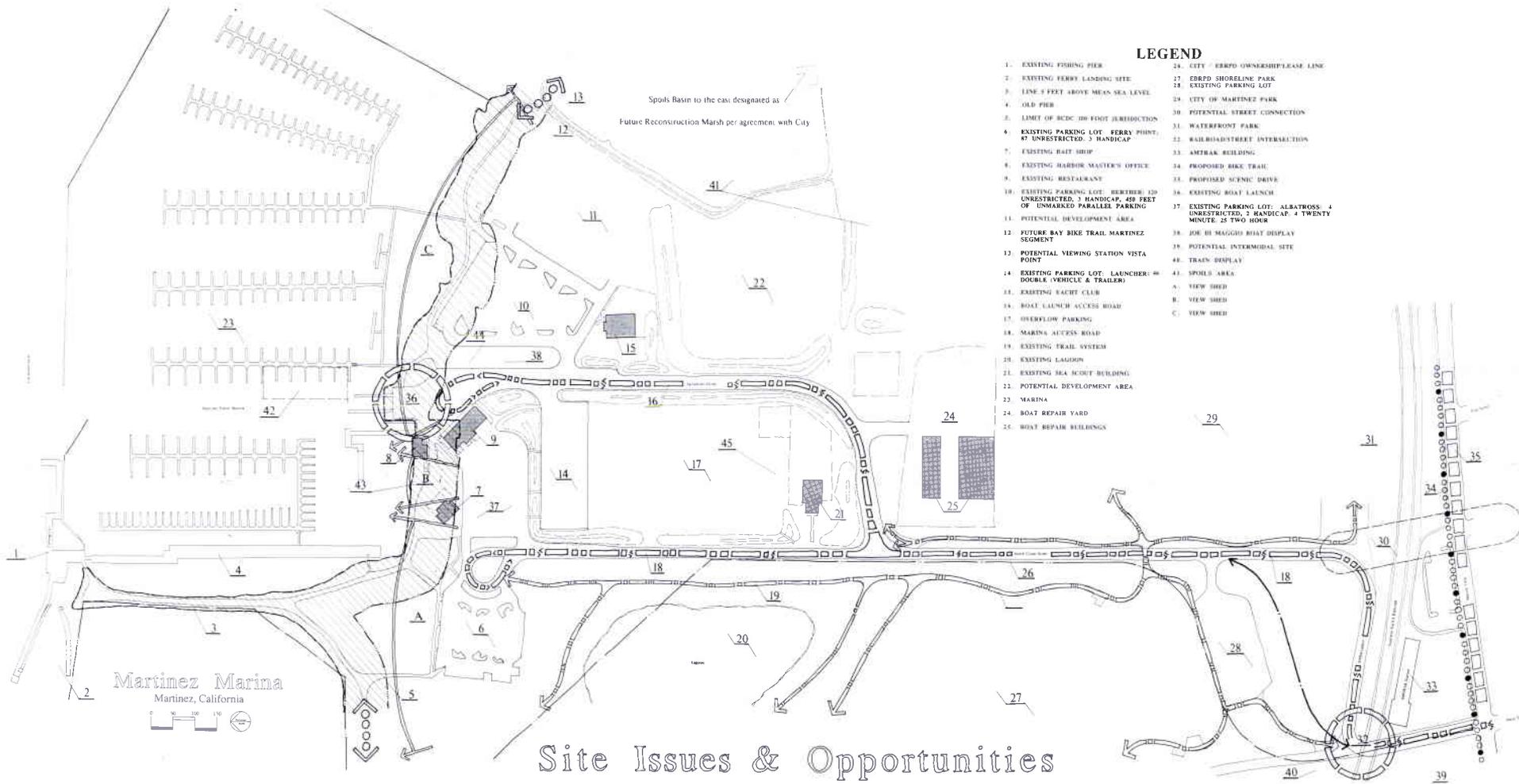
APPENDIX 2

OPPORTUNITIES & CONSTRAINTS

The following is a list of the existing facilities and features of the Marina. These descriptions are keyed to an existing conditions plan. See Figure 5 Site Issues and Opportunities.

1. EXISTING FISHING PIER
2. EXISTING FERRY LANDING SITE
3. LINE 5 FEET ABOVE MEAN SEA LEVEL
4. OLD PIER
5. LIMIT OF BCDC 100 FOOT JURISDICTION
6. EXISTING PARKING LOT: FERRY POINT; 87 UNRESTRICTED, 3 HANDICAP
7. EXISTING BAIT SHOP
8. EXISTING HARBORMASTER'S OFFICE
9. EXISTING RESTAURANT
10. EXISTING PARKING LOT: BERTHER; 129 UNRESTRICTED, 3 HANDICAP, 450 FEET OF UNMARKED PARALLEL PARKING
11. POTENTIAL DEVELOPMENT AREA
12. FUTURE BAY BIKE TRAIL MARTINEZ SEGMENT
13. POTENTIAL VIEWING STATION VISTA POINT
14. EXISTING PARKING LOT: LAUNCHER; 46 DOUBLE (VEHICLE & TRAILER)
15. EXISTING YACHT CLUB
16. BOAT LAUNCH ACCESS ROAD
17. OVERFLOW PARKING
18. MARINA ACCESS ROAD
19. EXISTING TRAIL SYSTEM
20. EXISTING LAGOON
21. EXISTING SEA SCOUT BUILDING
22. POTENTIAL DEVELOPMENT AREA
23. MARINA
24. BOAT REPAIR YARD
25. BOAT REPAIR BUILDINGS
26. CITY/EBRPD OWNERSHIP/LEASE LINE
27. EBRPD SHORELINE PARK
28. EXISTING PARKING LOT
29. CITY OF MARTINEZ PARK
30. POTENTIAL STREET CONNECTION

- 31. WATERFRONT PARK
- 32. RAILROAD/STREET INTERSECTION
- 33. AMTRAK BUILDING
- 34. PROPOSED BIKE TRAIL
- 35. PROPOSED SCENIC DRIVE
- 36. EXISTING BOAT LAUNCH
- 37. EXISTING PARKING LOT: ALBATROSS;
4 UNRESTRICTED, 2 HANDICAP, 4 TWENTY
MINUTE, 25 TWO HOUR
- 38. JOE DIMAGGIO BOAT DISPLAY
- 39. POTENTIAL INTERMODAL SITE
- 40. TRAIN DISPLAY
- 41. SPOILS AREA
 - A. VIEW SHED
 - B. VIEW SHED
 - C. VIEW SHED



LEGEND

- | | |
|--|---|
| 1. EXISTING FISHING PIER | 24. CITY / ERPO OWNERSHIP/LEASE LINE |
| 2. EXISTING FERRY LANDING SITE | 27. ERPO SHORELINE PARK |
| 3. LINE 3 FEET ABOVE MEAN SEA LEVEL | 28. EXISTING PARKING LOT |
| 4. OLD PIER | 29. CITY OF MARTINEZ PARK |
| 5. LIMIT OF BDCB JURISDICTION | 30. POTENTIAL STREET CONNECTION |
| 6. EXISTING PARKING LOT - FERRY POINT, 47 UNRESTRICTED, 3 HANDICAP | 31. WATERFRONT PARK |
| 7. EXISTING RAY SHIP | 32. RAILROAD STREET INTERSECTION |
| 8. EXISTING HARBOR MASTER'S OFFICE | 33. AMERBAK BUILDING |
| 9. EXISTING RESTAURANT | 34. PROPOSED BIKE TRAIL |
| 10. EXISTING PARKING LOT - BERTHES 120 UNRESTRICTED, 3 HANDICAP, 450 FEET OF UNMARKED PARALLEL PARKING | 35. PROPOSED SCENIC DRIVE |
| 11. POTENTIAL DEVELOPMENT AREA | 36. EXISTING BOAT LAUNCH |
| 12. FUTURE BAY BIKE TRAIL MARTINEZ SEGMENT | 37. EXISTING PARKING LOT: ALBATROSS 4 UNRESTRICTED, 2 HANDICAP, 4 TWENTY MINUTE 25 TWO HOUR |
| 13. POTENTIAL VIEWING STATION VISTA POINT | 38. JOE DI MAGGIO BOAT DISPLAY |
| 14. EXISTING PARKING LOT - LAUNCHER: # DOUBLE (VEHICLE & TRAILER) | 39. POTENTIAL INTERMEDIATE SITE |
| 15. EXISTING YACHT CLUB | 40. TRAIN DISPLAY |
| 16. BOAT LAUNCH ACCESS ROAD | 41. SPOOLS AREA |
| 17. OVERFLOW PARKING | A. VIEW SHED |
| 18. MARINA ACCESS ROAD | B. VIEW SHED |
| 19. EXISTING TRAIL SYSTEM | C. VIEW SHED |
| 20. EXISTING LAGOON | |
| 21. EXISTING SEA SCOUT BUILDING | |
| 22. POTENTIAL DEVELOPMENT AREA | |
| 23. MARINA | |
| 24. BOAT REPAIR YARD | |
| 25. BOAT REPAIR BUILDINGS | |

APPENDIX 3

DETAILED ESTIMATE OF CONSTRUCTION COST

AREA	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	LINE ITEM TOTAL	SUBTOTAL
Intersection at Marina Vista						
1	Demolish A/C	5930	SF	\$0.36	\$2,135	
2	Special Paving	5500	SF	\$6.00	\$33,000	
3	Concrete Banding	430	LF	\$10.00	\$4,300	
4	Street Furniture & Planting	Allow	LS	\$7,500.00	\$7,500	
5	Signage	Allow	LS	\$1,500.00	\$1,500	
6	Lighting	4	EA	\$3,000.00	\$12,000	
7	Design Contingency	Allow	LS	\$9,686.96	\$9,687	
	Subtotal					\$70,122
SP Railroad Crossing						
1	Demolition	3000	SF	\$0.36	\$1,080	
2	Clear and Grub	9700	SF	\$0.15	\$1,455	
3	Rough Grading	12700	SF	\$0.15	\$1,905	
4	A/C	7500	SF	\$2.50	\$18,750	
5	Lights	2	EA	\$3,000.00	\$6,000	
6	Railroad Crossing	Allow	LS	\$10,000.00	\$10,000	
7	Irrigation	5200	SF	\$0.55	\$2,860	
8	Planting	5200	SF	\$0.65	\$3,380	
9	Design Contingency	Allow	LS	\$9,086.00	\$9,086	
	Subtotal					\$54,516
Entry Statement at North Court St. & Joe DiMaggio Dr.						
1	Demolition	3200	SF	\$0.36	\$1,152	
2	Clear & Grub	11800		\$0.15	\$1,770	
3	Fill	1120	Cy	\$10.00	\$11,200	
4	Rough Grading	15000	SF	\$0.15	\$2,250	
5	Special Paving	5000	SF	\$6.00	\$30,000	
6	Concrete Banding	390	LF	\$10.00	\$3,900	
7	Entry Statement	Allow	LS	\$50,000.00	\$50,000	
8	Lighting	2	EA	\$3,000.00	\$6,000	

9	Irrigation	10000	SF	\$0.55	\$5,500	
10	Shrubs & Ground Cover	10000	SF	\$0.75	\$7,500	
11	Trees	30	EA	\$125.00	\$3,750	
12	Design Contingency	Allow	LS	\$23,854.40	\$23,854	
	Subtotal					\$146,876
Joe DiMaggio Dr. Realignment						
1	Demolition	13500	SF	\$0.36	\$4,860	
2	Clear & Grub	48500	SF	\$0.15	\$7,275	
3	Rough Grading	58000	EA	\$0.15	\$8,700	
4	A/C	18000	SF	\$2.50	\$45,000	
5	Irrigation	44000	SF	\$0.55	\$24,200	
6	Shrubs & Ground Cover	44000	SF	\$0.75	\$33,000	
7	Design Contingency	Allow	LS	\$24,607.00	\$24,607	
	Subtotal					\$147,642
North Court St. Landscaping & Lighting from Joe DiMaggio Dr. to Tarantino Dr.						
1	Clear and Grub	110000	SF	\$0.15	\$16,500	
2	Rough Grading	110000	SF	\$0.15	\$16,500	
3	Irrigation	110000	SF	\$0.55	\$60,500	
4	Shrubs & Ground Cover	110000	SF	\$0.75	\$82,500	
5	Trees	64	EA	\$125.00	\$8,000	
6	Lighting	14	EA	\$3,000.00	\$42,000	
7	Design Contingency	Allow	LS		\$36,800	
	Subtotal					\$262,800
Entry Statement at Tarantino						
1	Demolition	5000	SF	\$0.36	\$1,800	
2	Clear & Grub	5000	SF	\$0.15	\$750	
3	Fill	620	CY	\$10.00	\$6,200	
4	Rough Grading	10000	SF	\$0.15	\$1,500	
5	Special Paving	5000	SF	\$6.00	\$30,000	
6	Concrete Curb	390	LF	\$10.00	\$3,900	
7	Entry Statement	Allow	LS	\$25,000.00	\$25,000	
8	Lighting	2	EA	\$3,000.00	\$6,000	
9	Irrigation	5000	SF	\$0.55	\$2,750	
10	Planting	5000	SF	\$0.75	\$3,750	
11	Trees	20	EA	\$125.00	\$2,500	
12	Design Contingency	Allow	LS	\$21,935.59	\$21,936	

	Subtotal				\$106,086
Elevated Section of North Court Street					
1	Demolition	25500	SF	\$0.36	\$9,180
2	Clear & Grub	85000	SF	\$0.15	\$12,750
3	Cut and Fill	12600	CY	\$4.00	\$50,400
4	Rough Grading	110500	SF	\$0.15	\$16,575
5	Paving	25500	SF	\$2.50	\$63,750
6	Design Contingency	Allow	LS		\$30,531
	Subtotal				\$183,186
North Court St. Landscaping and Lighting from Tarantino to Parking Lot					
1	Lighting	10	EA	\$3,000.00	\$30,000
2	Irrigation	85000	SF	\$0.55	\$46,750
3	Shrubs & Ground Cover	85000	SF	\$0.75	\$63,750
4	Trees	68	EA	\$125.00	\$8,500
5	Design Contingency	Allow	LS	\$29,800.00	\$29,800
	Subtotal				\$178,800
Expanded Launcher Parking Lot					
1	Clear and Grub	130780	SF	\$0.15	\$19,617
2	Rough Grading	130780	SF	\$0.15	\$19,617
3	A/C	118900	SF	\$2.50	\$297,250
4	Curb	1050	LF	\$12.50	\$13,125
5	Lighting	12	EA	\$3,000.00	\$36,000
6	Irrigation	11880	SF	\$0.55	\$6,534
7	Shrubs & Ground Cover	11880	SF	\$0.75	\$8,910
8	Tree Planting	25	EA	\$125.00	\$3,125
9	Design Contingency	Allow	LS		\$80,836
	Subtotal				\$485,014
New Marina Related Office Buildings at Launcher Parking Lot					
1	Clear and Grub	8600	SF	\$0.15	\$1,290
2	Rough Grading	8600	LS	\$0.15	\$1,290
3	Walkways and Patios	6600	SF	\$4.50	\$29,700
4	Office Construction	20000	SF	\$80.00	\$1,600,000
5	Irrigation	2000	SF	\$0.55	\$1,100
6	Shrubs & Ground Cover	2000	EA	\$0.75	\$1,500
7	Trees	8	EA	\$125.00	\$1,000
8	Design Contingency	Allow	LS		\$327,176

	Subtotal				\$1,963,056
Reconfigured Albatross Parking Lot					
1	Demoliton	42000	SF	\$0.36	\$15,120
2	Cut and Fill	1400	CY	\$4.00	\$5,600
3	Rough Grading	42000	SF	\$0.15	\$6,300
4	A/C	26500	SF	\$2.50	\$66,250
5	Curb and Gutter	830	LF	\$12.50	\$10,375
6	Concrete Walkway	1200	SF	\$4.50	\$5,400
7	Lighting	3	EA	\$3,000.00	\$9,000
8	Irrigation	15500	SF	\$0.55	\$8,525
9	Shrubs & Ground Cover	15500	SF	\$0.75	\$11,625
10	Tree Planting	21	EA	\$125.00	\$2,625
11	Design Contingency	Allow	LS	\$28,164.00	\$28,164
	Subtotal				\$168,984
Vehicle Turnaround and Transit Drop-off					
1	Demoliton	10000	SF	\$0.36	\$3,600
2	Clear and Grub	3500	SF	\$0.15	\$525
3	Cut and Fill	1046	CY	\$4.00	\$4,184
4	Rough Grading	13500	SF	\$0.15	\$2,025
5	Special Paving	3500	SF	\$6.00	\$21,000
6	Curb and Gutter	630	LF	\$12.50	\$7,875
7	Concrete Walkway	6000	SF	\$4.50	\$27,000
8	Lighting	3	EA	\$3,000.00	\$9,000
9	Relocated Pescatore Mon.	Allow	LS	\$10,000.00	\$10,000
10	Site Furniture	Allow	LS	\$15,000.00	\$15,000
11	Irrigation	4000	SF	\$0.55	\$2,200
12	Shrubs and Ground Cover	4000	SF	\$0.75	\$3,000
13	Design Contingency	Allow	LS	\$5,605.79	\$5,606
	Subtotal				\$111,015
Reconfigured Ferry Point Parking Lot					
1	Demoliton	42000	SF	\$0.36	\$15,120
2	Clear and Grub	39000	SF	\$0.15	\$5,850
3	Cut and Fill	4600	CY	\$4.00	\$18,400
4	Rough Grading	82500	SF	\$0.15	\$12,375
5	A/C	36000	SF	\$2.50	\$90,000
6	Concrete Curb	340	LF	\$12.50	\$4,250

7	Concrete Walkway	1500	SF	\$4.50	\$6,750	
8	Lighting	4	EA	\$3,000.00	\$12,000	
9	Restroom	Allow	LS	\$100,000.00	\$100,000	
10	Irrigation	45000	SF	\$0.55	\$24,750	
11	Shrubs & Ground Cover	45000	SF	\$0.75	\$33,750	
12	Trees	39	EA	\$125.00	\$4,875	
13	Design Contingency	Allow	LS	\$65,624.00	\$65,624	
	Subtotal					\$393,744

Promenade and Park Area West of Boat Launch

1	Building Demolition	6250	SF	\$2.90	\$18,125	
2	Clear & Grub	125050	SF	\$0.15	\$18,758	
3	Cut and Fill	16500	CY	\$4.00	\$66,000	
4	Rough Grading	131300	SF	\$0.15	\$19,695	
5	Concrete Walkway	22500	SF	\$4.50	\$101,250	
6	Special Paving at Plaza	4800	SF	\$6.00	\$28,800	
7	Steps At Plaza	420	LF	\$40.00	\$16,800	
8	Plaza Center Sculpture	Allow	LS	\$35,000.00	\$35,000	
9	Site Furniture	Allow	LS	\$20,000.00	\$20,000	
10	Lighting	5	EA	\$3,000.00	\$15,000	
11	Irrigation	104000	SF	\$0.55	\$57,200	
12	Turf Area	99000	SF	\$0.30	\$29,700	
13	Shrubs and Ground Cover	5000	SF	\$0.75	\$3,750	
14	Design Contingency	Allow	LS	\$86,015.00	\$86,015	
	Subtotal					\$516,093

Promenade and Park Area East of Boat Launch

1	Demolition	31000	SF	\$0.36	\$11,160	
2	Clear & Grub	6000	SF	\$0.15	\$900	
4	Rough Grading	37000	SF	\$0.25	\$9,250	
5	Concrete Walkway	13000	SF	\$4.50	\$58,500	
6	Site Furniture	Allow	LS	\$15,000.00	\$20,000	
7	Interpretive Kiosk	Allow	LS	\$10,000.00	\$15,000	
8	Lighting	4	EA	\$3,000.00	\$12,000	
9	Irrigation	24000	SF	\$0.55	\$13,200	
10	Turf Area	17000	SF	\$0.30	\$5,100	
11	Shrubs and Ground Cover	7000	SF	\$0.75	\$5,250	
12	Trees	19	EA	\$125.00	\$2,375	

13	Design Contingency	Allow	LS	\$30,547.00	\$30,547	
	Subtotal					\$183,282
New 12,000 GSF Building East of Boat Launch						
1	Clear and Grub	11000	SF	\$0.15	\$1,650	
2	Rough Grading	11000	LS	\$0.15	\$1,650	
3	Walkways and Patios	11000	SF	\$4.50	\$49,500	
5	Office Construction	7000	SF	\$80.00	\$560,000	
6	Restaurant Construction	5000	SF	\$100.00	\$500,000	
7	Design Contingency	Allow	LS	\$222,560.00	\$222,560	
	Subtotal					\$1,335,360
New 16,000 GSF Building East of Boat Launch						
1	Clear and Grub	3000	SF	\$0.15	\$450	
2	Rough Grading	3000	LS	\$0.15	\$450	
3	Walkways and Patios	3000	SF	\$4.50	\$13,500	
5	Office Construction	8000	SF	\$80.00	\$640,000	
6	Restaurant Construction	8000	SF	\$100.00	\$800,000	
7	Design Contingency	Allow	LS	\$290,880.00	\$290,880	
	Subtotal					\$1,745,280
New Marina Store/Bait Shop 3,000 GSF Building East of Boat Launch						
1	Clear and Grub	1000	SF	\$0.15	\$150	
2	Rough Grading	1000	LS	\$0.25	\$250	
3	Walkways and Patios	1000	SF	\$4.50	\$4,500	
4	Store Construction	3000	SF	\$81.00	\$243,000	
5	Design Contingency	Allow	LS	\$49,580.00	\$49,580	
	Subtotal					\$297,480
New Yacht Club 4,000 GSF Building East of Boat Launch						
1	Clear and Grub	11100	SF	\$0.15	\$1,665	
2	Rough Grading	11100	LS	\$0.15	\$1,665	
3	Walkways and Patios	2600	SF	\$4.50	\$11,700	
6	Club Construction	4000	SF	\$79.50	\$318,000	
7	Deck Construction	2700	SF	\$15.00	\$40,500	
8	Irrigation	8500	SF	\$0.55	\$4,675	
9	Shrubs & Ground Cover	8500	SF	\$0.75	\$6,375	
10	Trees	9	EA	\$400.00	\$3,600	
11	Design Contingency	Allow	LS	\$77,636.00	\$77,636	
	Subtotal					\$465,816

New Parking/Drop-Off Area

1	Clear and Grub	14000	SF	\$0.15	\$2,100	
2	Rough Grading	14000	SF	\$0.15	\$2,100	
3	A/C	11000	SF	\$2.50	\$27,500	
4	Concrete Curb	800	LF	\$12.50	\$10,000	
5	Irrigation	3000	SF	\$0.55	\$1,650	
6	Shrubs & Ground Cover	3000	SF	\$0.75	\$2,250	
7	Trees	7	EA	\$125.00	\$875	
8	Design Contingency	Allow	LS	\$9,295.00	\$9,295	
	Subtotal					\$55,770

Nature Observation Deck

1	Clear & Grub	500	SF	\$0.15	\$75	
2	Rough Grading	500	SF	\$0.15	\$75	
3	Decking	500	SF	\$35.00	\$17,500	
4	Railing	75	LF	\$45.00	\$3,375	
5	Site Furniture	Allow	LS	\$3,000.00	\$3,000	
6	Design Contingency	Allow	LS		\$4,805	
	Subtotal					\$28,830

Reconfigured Berther Parking Lot

1	Demoliton	2100	SF	\$0.36	\$756	
2	Building Demolition	3500	SF	\$2.90	\$10,150	
3	Clear and Grub	221500	SF	\$0.15	\$33,225	
4	Rough Grading	227000	SF	\$0.15	\$34,050	
5	A/C	197000	SF	\$2.50	\$492,500	
6	Concrete Curb	4700	LF	\$12.50	\$58,750	
7	Concrete Walkway	14800	SF	\$4.50	\$66,600	
8	Lighting	12	EA	\$3,000.00	\$36,000	
9	Irrigation	15200	SF	\$0.55	\$8,360	
10	Shrubs & Ground Cover	15200	SF	\$0.75	\$11,400	
11	Trees	113	EA	\$125.00	\$14,125	
12	Design Contingency	Allow	LS	\$153,183.20	\$153,183	
	Subtotal					\$919,099

Tarantino Drive Landscaping From Boat Launch to North Court St.

1	Clear & Grub	59000	SF	\$0.15	\$8,850	
2	Rough Grading	59000	SF	\$0.15	\$8,850	
3	Lighting	14	EA	\$3,000.00	\$42,000	

4	Irrigation	59400	SF	\$0.55	\$32,670	
5	Shrubs & Ground Cover	59400	SF	\$0.75	\$44,550	
6	Trees	54	EA	\$125.00	\$6,750	
7	Design Contingency	Allow	LS	\$25,194.00	\$25,194	
	Subtotal					\$168,864

Maritime Museum

1	Clear and Grub	14450	SF	\$0.15	\$2,168	
2	Rough Grading	14450	LS	\$0.25	\$3,613	
3	Walkways and Patios	3200	SF	\$4.50	\$14,400	
5	Museum Construction	3000	SF	\$103.00	\$309,000	
6	Irrigation	11250	SF	\$0.55	\$6,188	
7	Shrubs & Ground Cover	11250	EA	\$0.75	\$8,438	
8	Trees	6	EA	\$125.00	\$750	
9	Design Contingency	Allow	LS	\$68,909.00	\$68,909	
	Subtotal					\$413,466

Existing Dock and Pier Replacement*

1	Phase 1 Docks E&F	135	Berths	\$7,000.00	\$945,000	
2	Phase 3 Docks A&B	127	Berths	\$7,000.00	\$889,000	
3	Phase 2 Docks C&F	156	Berths	\$7,000.00	\$1,092,000	
	Subtotal					\$2,926,000

Marine Improvements for Guest Dockings and Ferry Landing**

1	Demolition	Allow	LS		\$435,000	
2	Access Pier	Allow	LS		\$309,000	
3	Crib Wall-Mole	Allow	LS		\$189,000	
4	Bulkhead	Allow	LS		\$1,280,000	
5	Dredging	Allow	LS		\$65,000	
6	Floats	Allow	LS		\$170,000	
7	Brows	Allow	LS		\$23,000	
8	Morning Dolphins	Allow	LS		\$44,000	
9	Utility Systems	Allow	LS		\$85,000	
10	Design Contingency	Allow	LS		\$520,000	
	Subtotal					\$3,120,000

Total Estimate \$16,447,181

* Costs provided by City of Martinez Marina staff

** Costs derived from estimates prepared by Moffatt & Nichol, Engineers in the Martinez Pier Facility Replacement Plan dated 10/2/90. Estimate assumes dredging costs sufficient for ferry access.

APPENDIX 4

DETAILED PHASING PRIORITY OF CONSTRUCTION

On August 25, 1993 the City of Martinez Marina Commission developed the following phasing priority selections for implementation of the Marina Master Plan based on the Detailed Estimate of Construction Cost in Appendix 3.

ITEM	PRIORITY 1 Expected completion 24 months	PRIORITY 2 Expected Completion 24 to 60 months	PRIORITY 3 Expected completion Beyond 60 Months	NOTES
Intersection at Marina Vista			\$70,122	
SP Railroad Crossing			\$54,516	
Entry Statement at North Court St. & DiMaggio Dr.			\$146,876	
Di Maggio Dr. Realignment			\$147,642	
North Court St. Landscaping & Lighting from DiMaggio Dr. to Tarantino Dr.		\$262,800		
Entry Statement at Tarantino	\$106,086			
Elevated Section of North Court St.			\$183,186	

North Court St. Landscaping & Lighting from Tarantino to Parking Lot			\$178,800	
Expanded Launcher Parking Lot		\$485,014		
New Marina Related Office Buildings at Launcher Parking Lot			\$1,963,056	
Reconfigured Albatross Parking Lot		\$168,984		Prioritize based on availability of new restaurant.
Vehicle Turnaround and Transit Dropoff		\$111,015		Contingent upon development of ferry service.
Reconfigured Ferry Point Parking Lot		\$393,7444		Contingent upon development of ferry service.
Promenade and Park Area West of Boat Launch	\$183,282			
Promenade and Park Area East of Boat Launch	\$516,093			Electrical, sewer and water to be added.
New 12,000 GSF Building North of Boat Launch			\$1,335,360	

New 16,000 GSF Building North of Boat launch			\$1,745,280	
New Marina Store/Bait Shop 3,000 GSF Building North of Boat Launch			\$297,480	
New Yacht Club 4,000 GSF Building North of Boat Launch			\$465,816	
New Parking/Drop Off Area			\$55,770	Contingent upon development of ferry service.
Nature Observation Deck	\$28,830			
Reconfigured Berther Parking Lot		\$919,099		
Tarantino Drive Landscaping from Boat Launch to North Court St.	\$168,864			
Maritime Museum			\$413,466	
Dock and Pier Replacement	\$975,333 Phase I	\$975,333 Phase II	\$975,333 Phase III	Docks to be prioritized based on need.
Marina Improvements for Guest Dockings and Ferry Landing	\$3,120,000			Contingent upon development of ferry service.
TOTAL	\$5,098,488	\$3,315,989	\$8,032,703	\$16,447,180

APPENDIX 5 FUNDING PROGRAMS

<p>Program: Watershed Protection and Flood Prevention</p> <p>Eligible Projects: Flood prevention, sedimentation control, public water-based fish and wildlife, recreation, etc.</p> <p>Funding Structure: Planning (technical assistance) and development of financial assistance. Share requirement is 50% for fish and wildlife purposes. No matching requirement for flood prevention projects.</p> <p>Agency & Contact: Soil Conservation Service Headquarters Office Deputy Chief for Programs USDA P.O. Box 2890 Washington D. C. 20013 (202) 447-4527</p>	<p>Environment and Planning Branch Washington, DC 20240 (202) 343-5104</p> <hr/> <p>Program: Cooperative Projects with Local Governments Wildlife Conservation Board</p> <p>Eligible Projects: Acquisition or improvements which preserve wildlife habitat or provide recreational access for fishing, . . . and other wildlife oriented recreation, including wildlife observation and interpretive trails, streams improvements, restrooms and parking areas.</p> <p>Funding Structure: Capital outlay to local governments on a reimbursement basis (normally funds 100% for the project.)</p> <p>Agency & Contact: California Department of Fish and Game Wildlife Conservation Board 1416 Ninth Street Sacramento, CA 95814 (916)445-8448</p> <hr/> <p>Program: Environmental License Plate Grants</p> <p>Eligible Projects: Have one or more of the following purposes: control and abatement of air pollution; acquisition, preservation and restoration of natural areas; purchase of property for park purposes or public</p>
<p>Program: Small Reclamation Projects</p> <p>Eligible Projects: Single-purpose or multi-purpose, including flood control, fish and wildlife, and recreation development, etc.</p> <p>Funding Structure: Development of grants and direct loans. Cities, counties and water districts are eligible.</p> <p>Agency & Contact: Department of Interior Bureau of Reclamation Headquarters Office</p>	

accessways to coastal areas; environmental education; enhancement of resources; protection of wildlife habitat; and protection of non-game species and rare and endangered plants and animals.

Funding Structure: Competitive grants with no matching requirement to, among others, local government, special districts, and non-profit organizations.

Agency & Contact: California Resources Agency
1416 Ninth Street
Sacramento, CA 95814
(916)445-8448

Program: California Conservation Corps (CCC)

Eligible Projects: Trail construction and maintenance and similar projects not requiring high technical skills, under supervision of more highly skilled personnel.

Funding Structure: The CCC many require a project sponsor to pay for a portion of the work performed by CCC crews.

Agency & Contact: California Conservation Corps
1530 Capitol Ave.
Sacramento, CA 95814
(916)445-8183

Program: Urban Park and Recreation Recovery Program

Eligible Projects: Expansion, remodeling or developing indoor and outdoor recreation areas and facilities, emphasizing neighborhood facilities, distressed areas and existing facilities which are closed and in need of repair.

Funding Structure: Matching capital grants (70% federal/30% local)

Agency & Contact: National Park Service
Headquarters Office
Recreation Grants Division
Attn: Mr. Sam Hall, Chief
P.O. Box 37127
Washington, DC 20013
(202) 343-3700

Program: Land and Water Conservation Fund

Eligible Projects: Acquisition, development or rehabilitation of neighborhood, community or regional parks or facilities supporting outdoor recreation.

Funding Structure: Matching grants to cities, counties and recreation and park districts authorized to provide public park and recreation facilities. \$35 million funded for FY 91.

Agency & Contact: National Park Service
Headquarters Office
Recreation Grants Division
Attn: Mr. Sam Hall, Chief
P.O. Box 37127
Washington, DC 20013
(202) 343-3700

Source: Land and Water Conservation brochure,
National Park Service.
Catalog of Federal Domestic Assistance

Program: **Cigarette and Tobacco Tax Benefit Fund (Prop 99)**

Eligible Projects: Park and habitat enhancement.

Funding Structure: Natural resource funds (about 5% of the total Prop. 99 funds) are divided 50%/50% between parks and habitat projects. The habitat funds are further divided as follows: 1/3 to wildlife, 1/3 to fisheries, and 1/3 to waterfowl. Local applicants apply to one of the natural resource agencies such as Parks and Recreation or Fish and Game. The legislature determines whether a project will be funded and subsequently disburses funds through the appropriate state agency on a project-specific basis. Assemblywoman Bev Hansen tapped this fund for \$100,00 to build the Farmers Lane trail as a Local Assistance Project.

Agency & Contact: Appropriate State Legislator

Program: **Roberti-Z'-Berg-Harris Urban Open Space and Restoration Grant**

Eligible Projects: Acquisition and development, innovative recreational programs and other projects related to open space recreational lands.

Funding Structure: Grants available to government agencies and public recreation and service districts.

Agency & Contact: California Department of Parks and Recreation
Local Assistance Section
P.O. Box 942896
Sacramento, CA 94296-0001
(916) 323-6586

Program: **Per Capita Grant Program/Special Districts Grant Program**

Eligible Projects: Open space acquisitions and recreational enhancements.

Funding Structure: Funding annually available to government agencies, park and recreation districts, and special districts.

Agency & Contact: California Department of Parks and Recreation
Local Assistance Section
P.O. Box 942896
Sacramento, CA 94296-0001
(916) 323-6586

Program: **Landscaping and Lighting Act of 1972**

Eligible Projects: Acquisition of land for parks, recreation and open space, installation or construction of landscaping, public lighting and maintenance of any facilities.

Funding Structure: Bonds issued in accordance with the Improvement Bond Act of 1915, by cities, counties and special districts. Repayment is by assessments against benefiting properties within the benefit district, which must be accepted by a majority of property owners. This measure might be applied to particular park facilities along the creek which would be primarily beneficial to residents of the immediate neighborhood. However, the district could be configured as large as the entire City.

Agency: City of Martinez

Program: **Habitat Conservation Fund (Wildlife Protection Act and Prop.117)**

Eligible Projects: Wetlands habitat, habitat for spawning and rearing anadromous salmonids and trout, riparian habitat, and trails/programs/urban access.

Funding Structure: 50% matching grants to local agencies, through appropriate State Legislator.

Agency & Contact: California Dept. of Parks and Recreation
Office of Local Assistance
Attn: Ken Martin, Chief of grants
1416 Ninth Street, Room 1449-1
P.O. Box 942896
Sacramento, CA 94296-0001
(916) 323-9589

Program: **Urban Streams Restoration Program**

Eligible Projects: Primary objective is for flood control or erosion control. Projects must also maintain or enhance the natural characteristics of a stream or restore a stream to its natural state. Innovative projects such as "daylighting" culverted creeks are top priorities. Projects can range from organizing volunteers, to monitor or clean up streams, or projects as complex as completely restoring streams to an original, natural state.

Funding Structure: Competitive grant with no match, to cities, counties, districts and non-profit organizations. Projects must be co-sponsored by both a local public agency and a private citizens group or organization. Prop. 70 funding for \$5 million will run out late 1992 early 1993.

Agency & Contact: California Dept. of Water Resources
Urban Stream Restoration Program
Attn: Earle Cummings
P.O. Box 942836
Sacramento, CA 94236
(916) 327-1656

Program: **Nonpoint Source (Pollution) Implementation Grant Program**

Eligible Projects: Reduction of pollution caused by construction along creeks and urban runoff.

Agency & Contact: State Water Quality Control Board
P.O. Box 944213
Sacramento, CA 94244-2130
(916) 322-8342

Program: **Successful Communities Innovation Grants**

Eligible Projects: Projects intended to protect natural features.

Funding Structure: Grants to grass-roots non-profit organizations.

Program: **In-Kind Donations**

Eligible Projects: Trail construction, construction materials supply, and maintenance.

Funding Structure: Service, community and fraternal organizations can offer volunteer workers for trail construction and maintenance. They can also solicit free or wholesale materials and construction equipment for construction. Trail adoption programs can be established to enable service, hiking and bicycling clubs to maintain particular reaches of the trail system.

Agency & Contact: Association of Bay Area Governments, Financing and Implementing the Bay Trail: Tools and Strategies, February 1989.

NOTES: These are potential funding resources which the City may utilize for improvements to the Marina. These resources are introduced to this document to provide basic clearinghouse information for City reference.

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