

# CONNECTING COMMUNITIES

Tim Haile, Executive Director

Contra Costa Transportation Authority



# What We Do



## PEDESTRIAN

Improvements to sidewalks, crosswalks, trails, and paths



## LOCAL STREETS

Smooth traffic flow on major roads and make surface improvements such as pothole repairs



## BUSES

Invest in a reliable, comfortable and convenient bus network



## SAFE ROUTES TO SCHOOLS

Focus on programs and projects aimed at bicycle and pedestrian safety for K-12 students



## FERRIES

Expand ferry system by looking to ferries as an alternate commute method between West County and San Francisco



## BICYCLE

Invest in safe routes and infrastructure improvements for bicyclists



## BART

Improve BART service and stations, extend routes and increase parking



## HIGHWAYS

Complete Contra Costa's highway system, and improve air quality and noise protection along corridors



## INNOVATIVE SOLUTIONS

Implement smart transportation infrastructure to reduce congestion and encourage greener travel



## PROGRAMS FOR SENIORS AND DISABLED

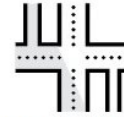
Enhance transit options to improve mobility for seniors and people with disabilities

**2004  
MEASURE J  
PASSED**

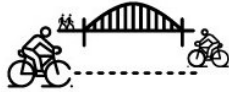


**CALDECOTT TUNNEL**  
fourth bore opens

**I-680  
IMPROVEMENTS**  
express and auxiliary lanes opened



**ROAD WIDENING**  
Kirker Pass Road and Vasco Road

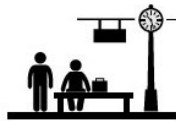


**BICYCLE AND PEDESTRIAN  
IMPROVEMENTS**  
Treat Blvd and San Pablo Dam Road

**HIGHWAY 4  
IMPROVEMENTS**



**BART EXTENSIONS**  
to Pittsburg City Center and Antioch



**TRAIN STATION**  
Richmond

**I-680/SR-4  
IMPROVEMENTS**



**EXPANDED AND  
IMPROVED TRAILS**

**MORE  
INVESTMENTS  
TO COME**

# Leverage Local Funding

# 3:1

LEVERAGING  
RATIO

**\$1.4B**

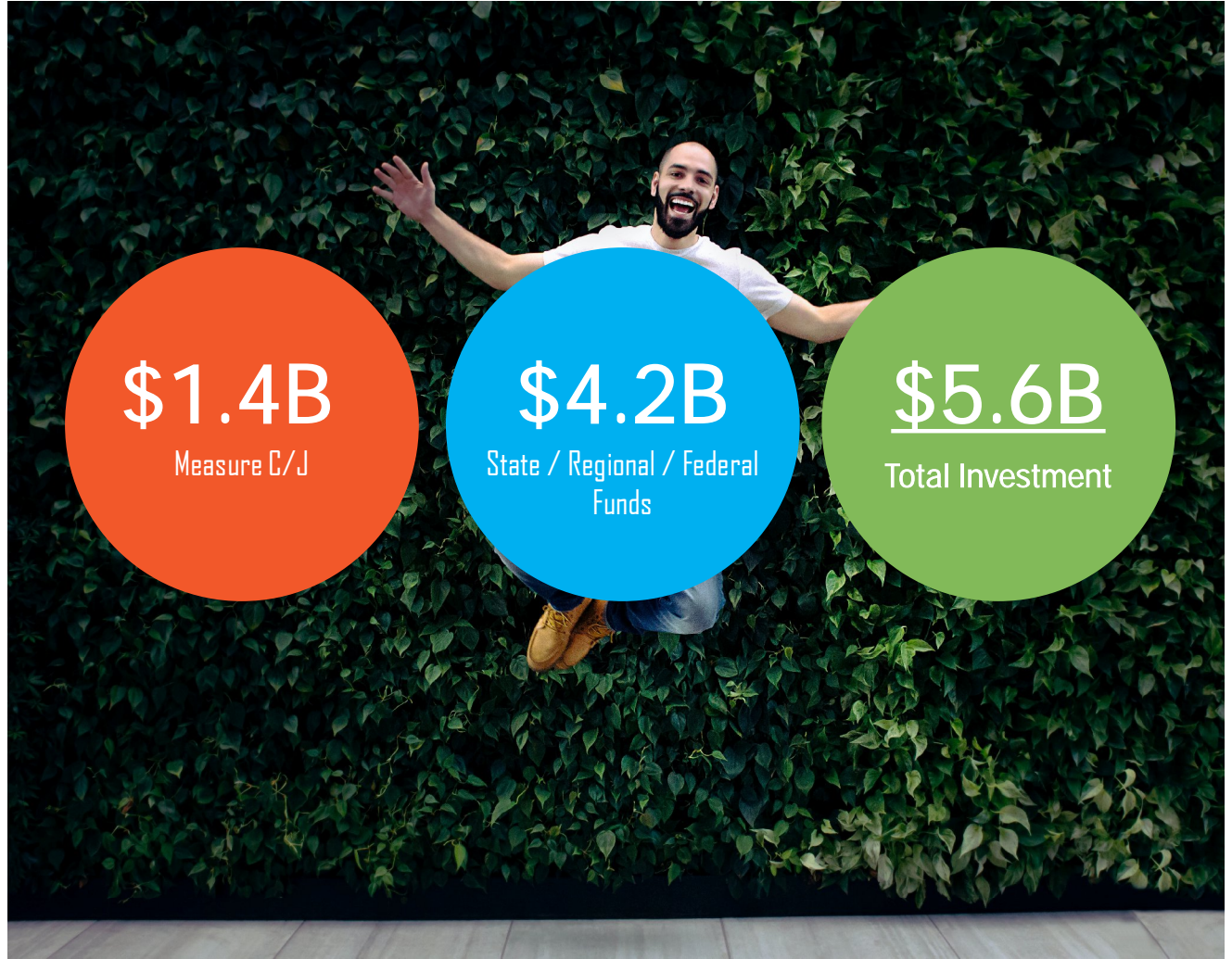
Measure C/J

**\$4.2B**

State / Regional / Federal  
Funds

**\$5.6B**

Total Investment



# Time for Change

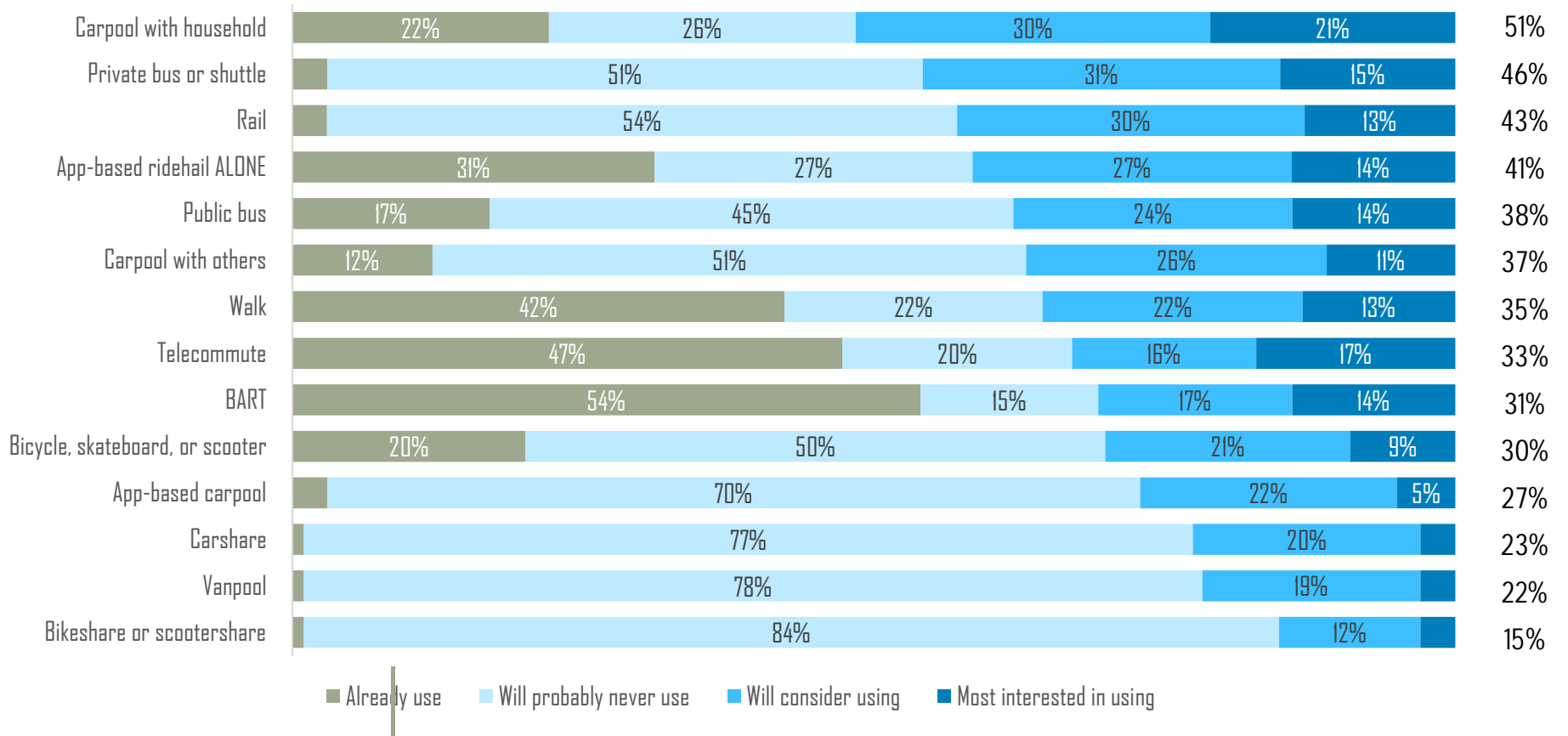


Photo credit: Noah Berger/AP, Peter Beeler, the San Diego Union-Tribune, Glydways

# I-680 | Willingness to Use Modes

How much are you willing to use each of the following modes?

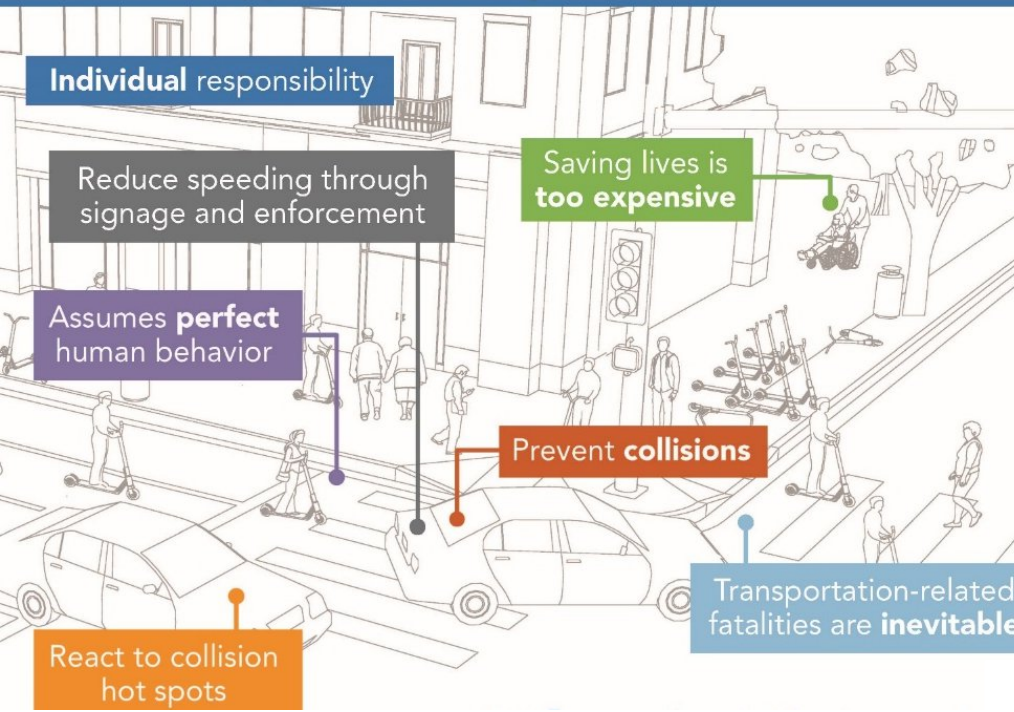
Will Consider/  
Most Interested



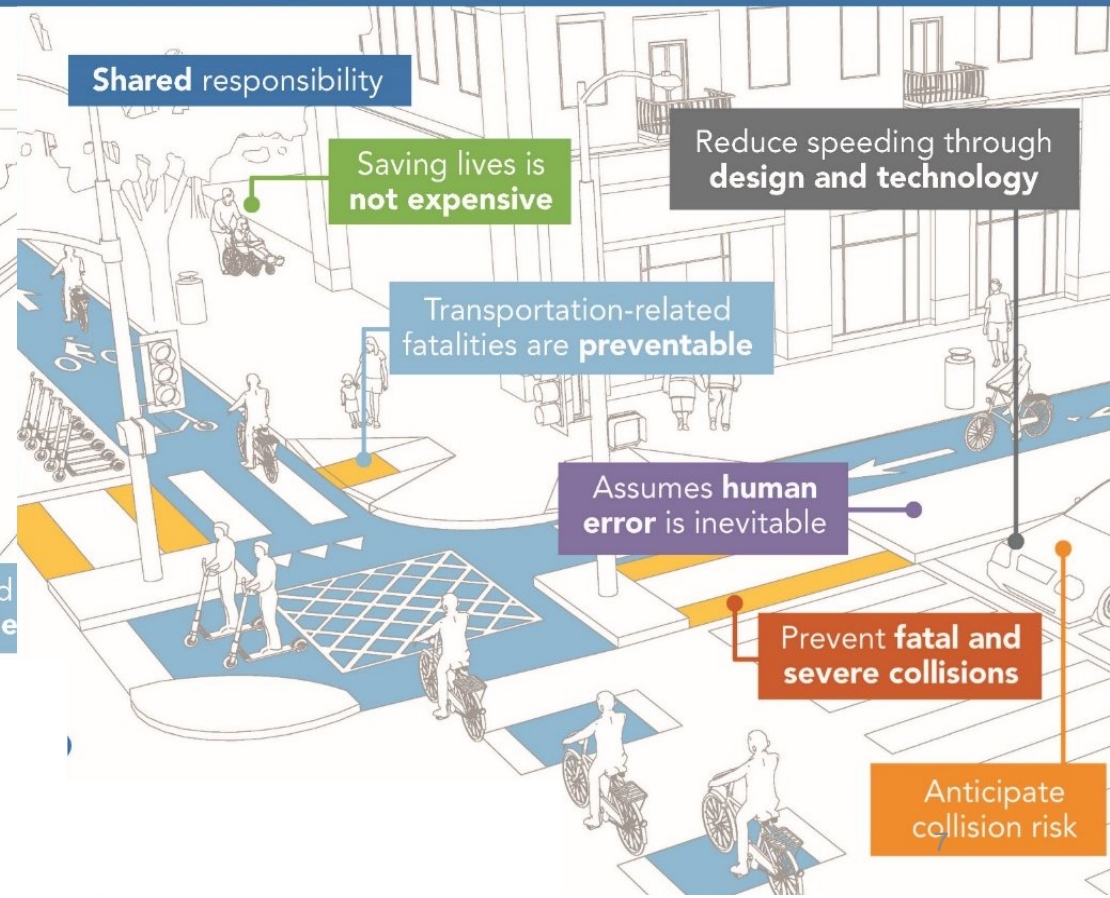
# Vision Zero



## Traditional Approach to Safety



## Vision Zero Systemic Approach to Safety





## TRANSIT FIRST

Leading an effort to building a better transportation system

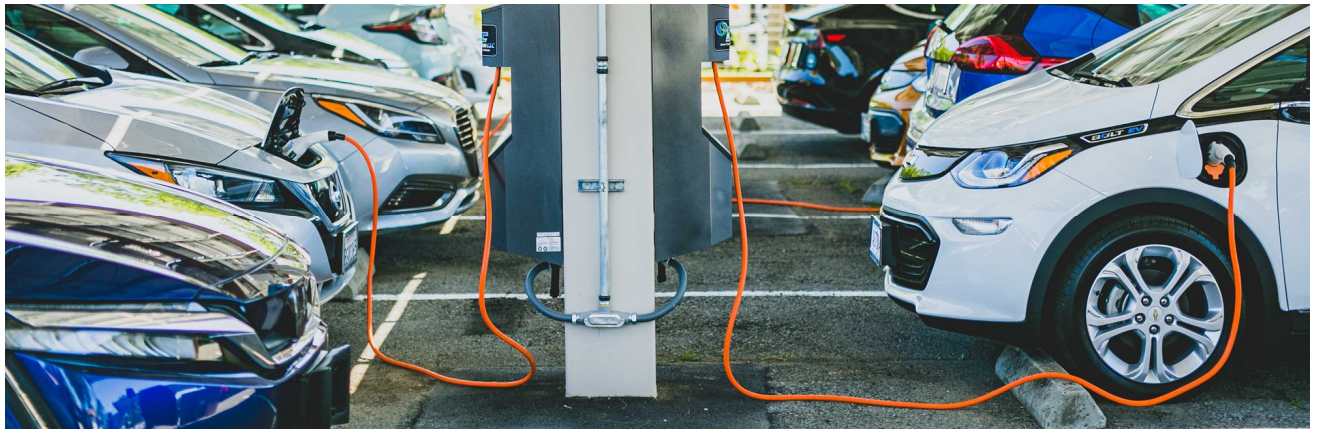
- Optimize existing transit network
- Identify strategies and infrastructure
- Development of transit and mobility hubs
- Creating first and last mile connections
- Moving to zero emissions
- Addressing equity priority communities
- Overcoming institutional challenges
- Identify local and regional service funding



# Countywide Safety through Connected Signal System



- Developing Countywide Synchronized Signal System to install modern traffic controllers in all 19 cities and towns in Contra Costa County to:
  - Proactive approach to safety by identifying 'close call' situations and preventing future tragedies
  - Installing bicycle detection software
  - Prioritization and potential corridor-clearing for emergency vehicles
  - Transit vehicle priority
  - Smart infrastructure
  - Controlling and smoothing traffic flow



# Expanding Ferry Service

- Increase Transit Options
- Mode Shift
- Emergency Response
- Provide Connections to Hercules, Martinez, Pittsburg, and Antioch
- Landside improvements and first-last mile connections



# MOBILITY FOR ALL

## Accessible Transportation Strategic Plan

### TRANSPORTATION NEEDS AND GAPS

The project team's review of existing conditions and survey data identified key needs and gaps in accessible transportation in Contra Costa County. These include:



**New Funding** – Grants are sometimes available for planning and pilots, but all recommendations will require new sustainable funding



**Safety** – Many respondents feel unsafe while traveling



**Volunteer Driving Programs** – Additional volunteers are needed, with more reliable funding to increase capacity



**Medical Access** – The Regional Medical Center and VA Medical Center in Martinez need reliable access throughout the county



**Quality of Life Visits** – Consumers have difficulty making quality-of-life essential trips to visit friends and family, the senior center, and church



**Service Coordination** – Accessible services need improved coordination because they are siloed between agencies, cities, and non-profit organizations

### SURVEY RESULTS

#### Trip Destinations and Challenges

An online survey provided insight into how respondents get where they are going, where they go, and what factors complicate their trips.

#### Mode to Destination

Trips were most commonly made by solo drivers, followed by those driven by a family, neighbor or paid helper. BART was used by about a third of respondents, with ADA paratransit utilized by 10% of the entire survey sample.



40%  
Drive Myself



38%  
Family, neighbor, or paid driver



32%  
BART



10%  
ADA paratransit

\* Respondents could choose as many modes as they used. Percentages reflect total respondents (1,063) selecting a particular mode they used.

#### Destinations

The top destination was medical appointments, with grocery/drugstore shopping in second place. Senior Center trips and non-medical appointments each accounted for an 8% share of destinations.



56%  
Medical Appointments



46%  
Grocery/drugstore



8%  
Non-Medical Appointment



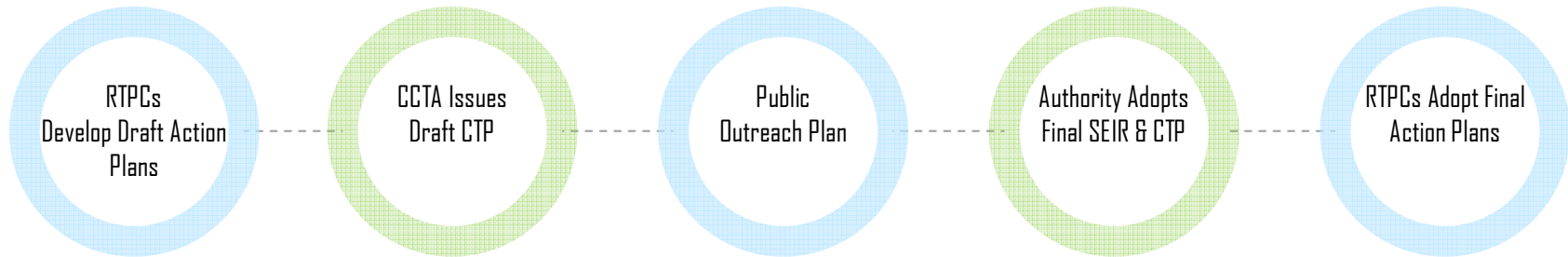
8%  
Senior Center

\* Respondents could choose up to three trips that they take most often. Percentages reflect total respondents (1,063) identifying each trip type.

# Building a Transportation Plan from the Ground Up

## CCTA's Process

- Updated Every 4-5 Years
- Documents the Authority's Goals, Vision, and Strategies
- Action Plans are Developed by the Regional Committees
- Includes 10- and 20-Year Financially Constrained Project Lists



*RTPC = Regional Transportation Planning Committee*

# REDEFINING MOBILITY



# Coming to a city near you



# Dynamic Personal Micro- transit

A new mobility option being  
explored at GoMentum Station.





# INNOVATE 680

6 Projects, 1 Fully Connected Corridor

**6** PROJECTS  
FULLY  
CONNECTED  
CORRIDOR



Imagine the Possibilities



### 1 EXPRESS LANE COMPLETION

Extending the existing express lanes in the northbound direction will increase travel speeds for those traveling by carpool, vanpool, or motorcycle (and solo drivers, for a fee).

### 2 SHARED MOBILITY HUBS

Using existing Park & Ride lots along I-680, these hubs will support connections to other modes, such as transit, carpooling, vanpooling, ridesourcing, biking, and walking.

### 3 ADVANCED TECHNOLOGIES

At the core of nearly every project is technology. Tools like ramp meters will gather data to prompt adjustments to traffic signals and freeway signage.

### 4 MOBILITY AS A SERVICE

An app will enable personalized mobility options that will allow travelers to plan, pay, and receive rewards for their trips.

### 5 PART-TIME TRANSIT LANES

Enabling buses to travel on dedicated shoulder lanes (or transit-only lanes) to bypass congestion during heavy traffic will make transit a more reliable and attractive travel option.

### 6 AUTOMATED DRIVING SYSTEMS

Safety data gathered during this project will help create more accessible travel options for the elderly and disabled, while also informing technology that allows infrastructure and vehicles to communicate and avoid collisions.





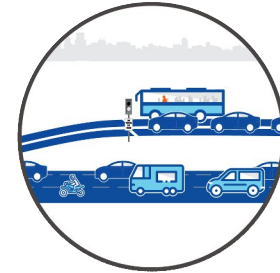
# Innovate 680 ConOps Scenario #1: Travelling via Transit – User Perspective



Commuter opens MOD phone app, sees travel and cost options, chooses to travel by bike, then bus, then BART.



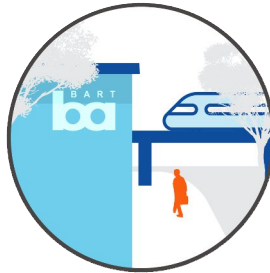
At Shared Mobility Hub, bike is stored safely and commuter boards bus.



Timed lights on city streets provide smooth ride to on-ramp, where bus takes HOV lane to quickly enter freeway.



Congestion on I-680 prompts bus to use Part-Time Transit Lane located on shoulder, bypassing traffic.



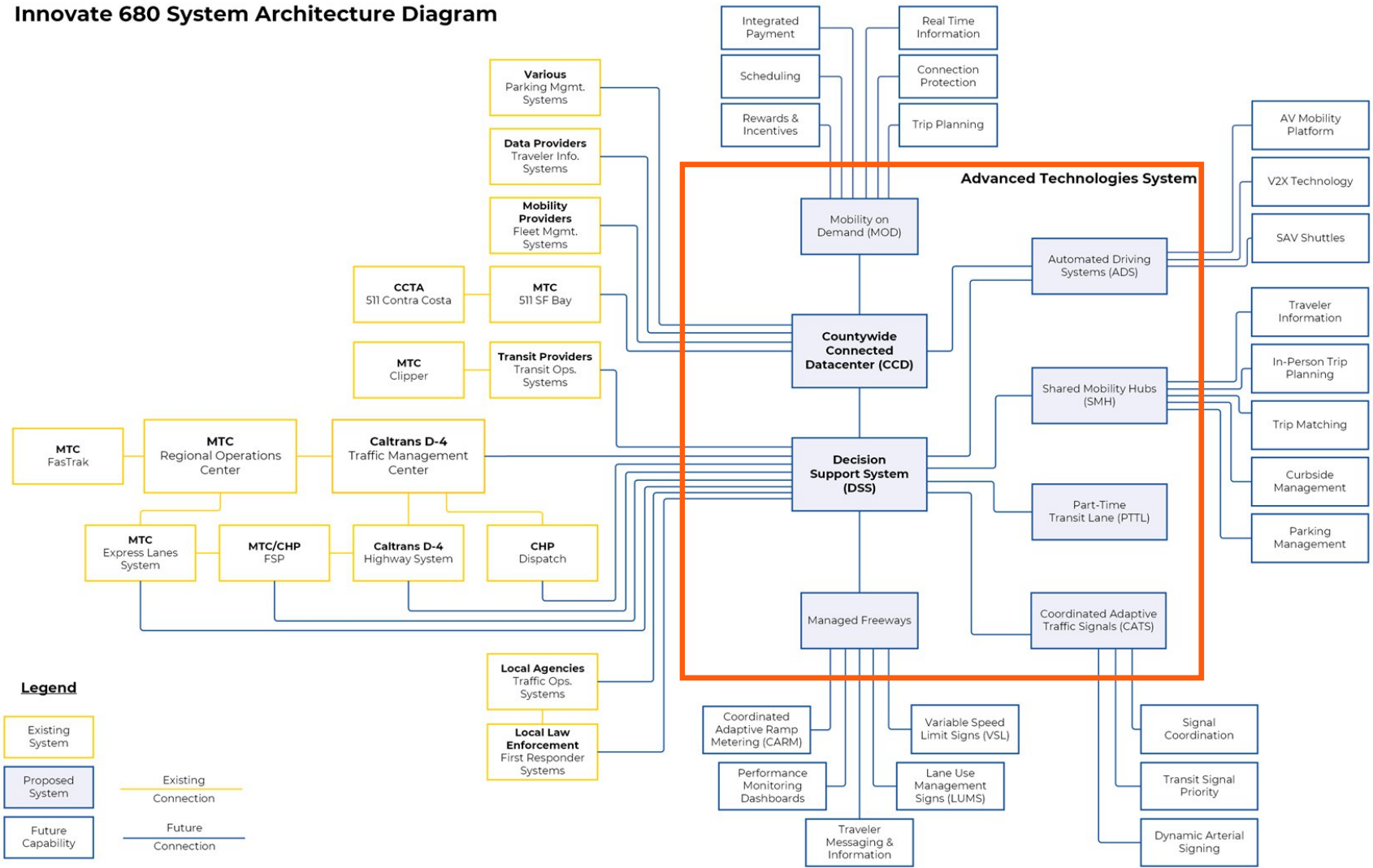
Bus makes timely arrival at BART station, allowing commuter to board train for final stretch of ride.



Commuter arrives with short walk to office and receives app notification of charge for the morning ride.



# Innovate 680 System Architecture Diagram



# Innovate 680 Program ConOps Priority Policy Assumptions

- Decision Support System Provides Centralized Control of the Corridor

- Countywide Connected Datacenter

- Delegated and Automated Control

- Operations Center



# Innovate 680 Program ConOps Additional Policy Issues

Connecti on  
Protecti on

Data Shari ng

Shoul der Use

Regi onal Fare  
Integrati on

Transi t  
Pri ori ty

Fi rst & Last  
Mi le

TDM Program  
Coordi nati on

Shared Network  
Communi cati ons

Parki ng &  
Curbsi de Mgmt

Automated &  
El ectri c  
Vehi cl es

Emergi ng  
Communi cati on  
Technol ogi es,  
Securi ty &  
Pri vacy

Lane Use Mgmt  
& Vari able  
Speeds

Harmoni zi ng  
Freeway &  
Arteri al  
Operati ons

I nci dent &  
Emergency Mgmt

Equi ty  
Consi derati ons

Addi ti onal O&M  
Consi derati ons  
and Fundi ng

# Thank You



Timothy Haile  
Executive Director  
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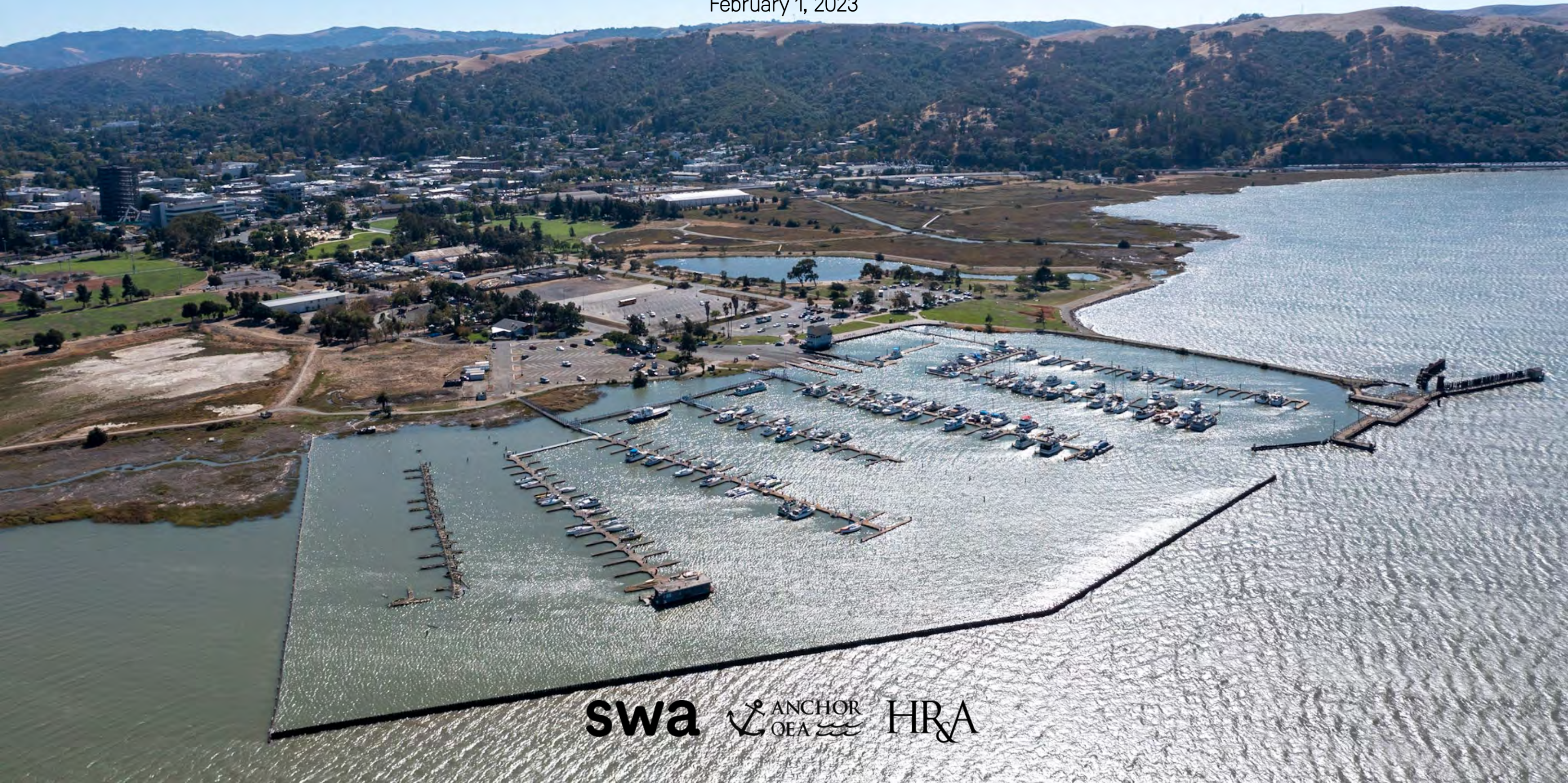




# Martinez Waterfront Marina Trust Lands Use Plan Project Update

City Council Meeting

February 1, 2023



swa

ANCHOR  
OEA

HR&A

# AGENDA

- 1. Recap of Study Session*
- 2. Overview of State Lands Commission Discussion*
- 3. Input on Programming*
- 4. Next Steps*

# CITY COUNCIL STUDY SESSION

January 18, 2023 | 6-7:30pm

- 1.** *What is the Project?*
- 2.** *Marina Conditions and Economic & Market Context Insight*
- 3.** *Community Outreach Update*
- 4.** *Input on Programming*
- 5.** *Next Steps*

# MARTINEZ WATERFRONT



Marina



Bait Shop



Eagle Marine



Martinez Yacht Club



Sea Scouts



John Muir Amphitheater



Baseball Fields



Multi-Purpose Field (Waterfront 5)



Bocce Courts



Skate Park



Playground



Dog Park (Temporary)

## Based on the current Marina conditions and its importance to the Waterfront, does the City Council support:

1. *Prioritization of **Marina repairs and improvements** over new facilities, and development of a phasing program prioritizing the eastern wall?*
2. *Deferral of further investigation of a **hotel along the Waterfront**, considering the market conditions?*

**1**  
**Strongly Support**

**2**  
**Support**

**3**  
**Neutral**

**4**  
**Oppose**

**5**  
**Strongly Oppose**

***Discussion of any urgent or important related matters or concerns***

**Considering the general public support, market strength, and/or the potential to generate revenue, to what extent does the City Council support alternative plans that include:**

- 1. Addition of **restaurant and food facilities**, including those with facility indoor event facility rental options?*
- 2. Addition of Marina-related uses, such as **boat storage and small watercraft facilities** (e.g., kayak and windsurfing)?*
- 3. Exploration of feasibility of a **cultural or educational center**?*

**1**  
**Strongly Support**

**2**  
**Support**

**3**  
**Neutral**

**4**  
**Oppose**

**5**  
**Strongly Oppose**

***Discussion of any urgent or important related matters or concerns***

## It is also recommended the City Council discuss and provide direction to staff on the following elements of the Plan:

### 1. The future of the **amphitheater**:

- *Rehabilitation/expansion of the existing amphitheater as a regional-serving use?*
- *Relocating the amphitheater elsewhere at the Waterfront as a regional-serving use?*
- *Removing the amphitheater?*

### 2. The future of the **dog park**:

- *Retention of a regional-serving dog park at waterfront?*
- *Relocation to a local residents-serving location?*

**1**

**Strongly Support**

**2**

**Support**

**3**

**Neutral**

**4**

**Oppose**

**5**

**Strongly Oppose**

**It is also recommended the City Council discuss and provide direction to staff on the following elements of the Plan:**

1. Addition of **recreational uses**, such as:
  - BMX track?
  - Skate Park expansion?
  - Destination playground for all-abilities?
  - Pickleball?

**Is there anything else that City Council would like staff & the consultant team to know as alternatives are developed?**

**1**  
**Strongly Support**

**2**  
**Support**

**3**  
**Neutral**

**4**  
**Oppose**

**5**  
**Strongly Oppose**



## NEXT STEPS

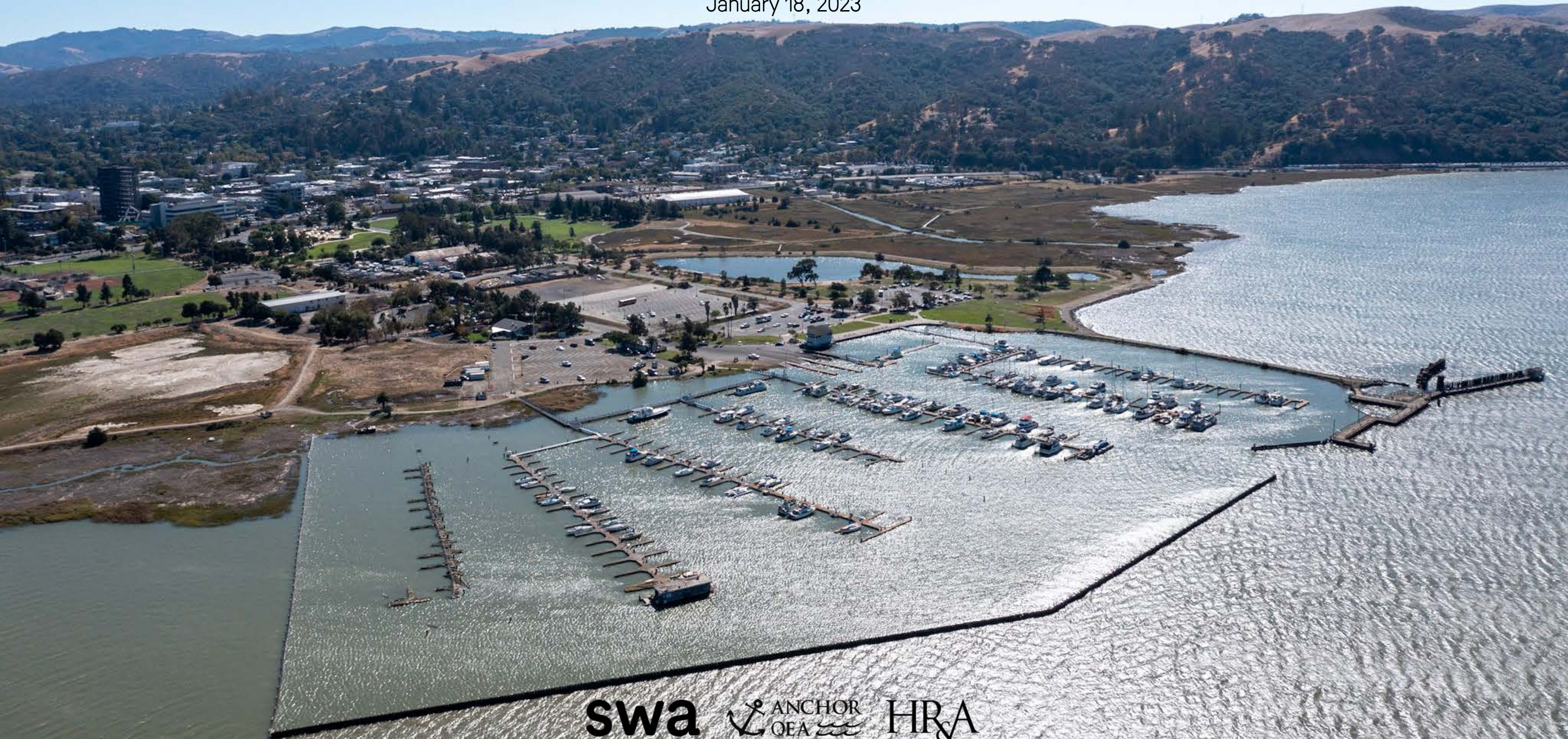
- 1.** Land Use Alternatives
- 2.** Community Workshop 3
  - February 22nd
- 3.** Preferred Land Use Plan
  - Feasibility Analysis
    - Marina Operations & Improvements
    - Non-Motorized Small Boat Facilities
- 4.** Final Land Use Plan
  - Development Standards
  - Financial Strategy & Funding Plan
  - CEQA Analysis

**Thank You!**

# Martinez Waterfront Marina Trust Lands Use Plan Project Update

City Council Study Session

January 18, 2023



swa

ANCHOR  
OEA

HR&A



Sean O'Malley  
SWA



Xiao Zheng  
SWA



Dan Dobson  
SWA



Josh Burnam  
Anchor QEA



Connie Chung  
HR&A



Jazmin Harper  
HR&A



David Nugroho  
HR&A

## OBJECTIVES & AGENDA

- 1.** *What is the Project?*
- 2.** *Marina Conditions and Economic & Market Context Insight*
- 3.** *Community Outreach Update*
- 4.** *Input on Programming*
- 5.** *Next Steps*

**What is the Project?**

# MARTINEZ WATERFRONT

Martinez, CA

**135** Acres



- Natural Open Space
- Passive Recreation
- Active Recreation
- Active Recreation (EBRPD)
- Residential
- Commercial
- Community Institutional
- Marina
- Maintenance/Support
- Parking
- Site Boundary
- Rail line/Amtrak



# WHAT IS A VISION MASTER PLAN?

**Vision Master Planning is a process where a community imagines and identifies the future that it wants.**

## **A Vision Master Plan includes:**

- Results from community outreach efforts
- Existing conditions and market analysis
- Feasibility Analysis
- Strategies and options for:
  - Phasing
  - Programs, land uses, and open space
  - Building relationships and partnerships
  - Addressing site and fiscal challenges



**King Harbor Public Amenities Plan  
Redondo Beach, CA**



# MARTINEZ 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.



## MAJOR INITIAL CHALLENGES TO IMPLEMENTING THE VISION

- 1. Significant Improvements to the Marina and breakwater*
- 2. Outstanding Marina Loan Obligations to the State*
- 3. Requirement to transmit 20% of annual gross revenues generated from the Trust Lands to the State Lands Commission*

# What are Public Trust Lands?

Land that was ungranted by the California State Land Commission (tidelands, submerged lands, and navigable waters) and is administered and managed by the local jurisdiction (city, county, etc.) in accordance with the ***Public Trust Doctrine***

# What is the Public Trust Doctrine?

The Public Trust Doctrine provides that tide and submerged lands and the beds of lakes, streams and other navigable waterways are to be held in trust by the State for ***the benefit of the people of California.***

# What uses can occur on Public Trust Lands?

Public trust lands are generally limited to ***regional and water dependent or related uses***, and can include commerce, fisheries, navigation, ecological preservation, and recreation.

*Examples include: marinas, docks, piers, wharves, buoys, commercial, sportfishing, bathing, swimming, boating, habitat, wildlife refuges, scientific study, open space, and visitor-serving facilities such as hotels, restaurants, shops, parking lots, and restrooms.*

# What uses can NOT occur on Public Trust Lands?

Uses that are not related to the public trust, ***do not serve a public purpose,*** and can be located on non-waterfront property.

*Examples include: residential; non-maritime related commercial, including department stores; certain office uses; schools and hospitals.*

# MARTINEZ WATERFRONT SITE FLOODING



*Photo taken January 5, 2023, approximately 400' from shoreline*

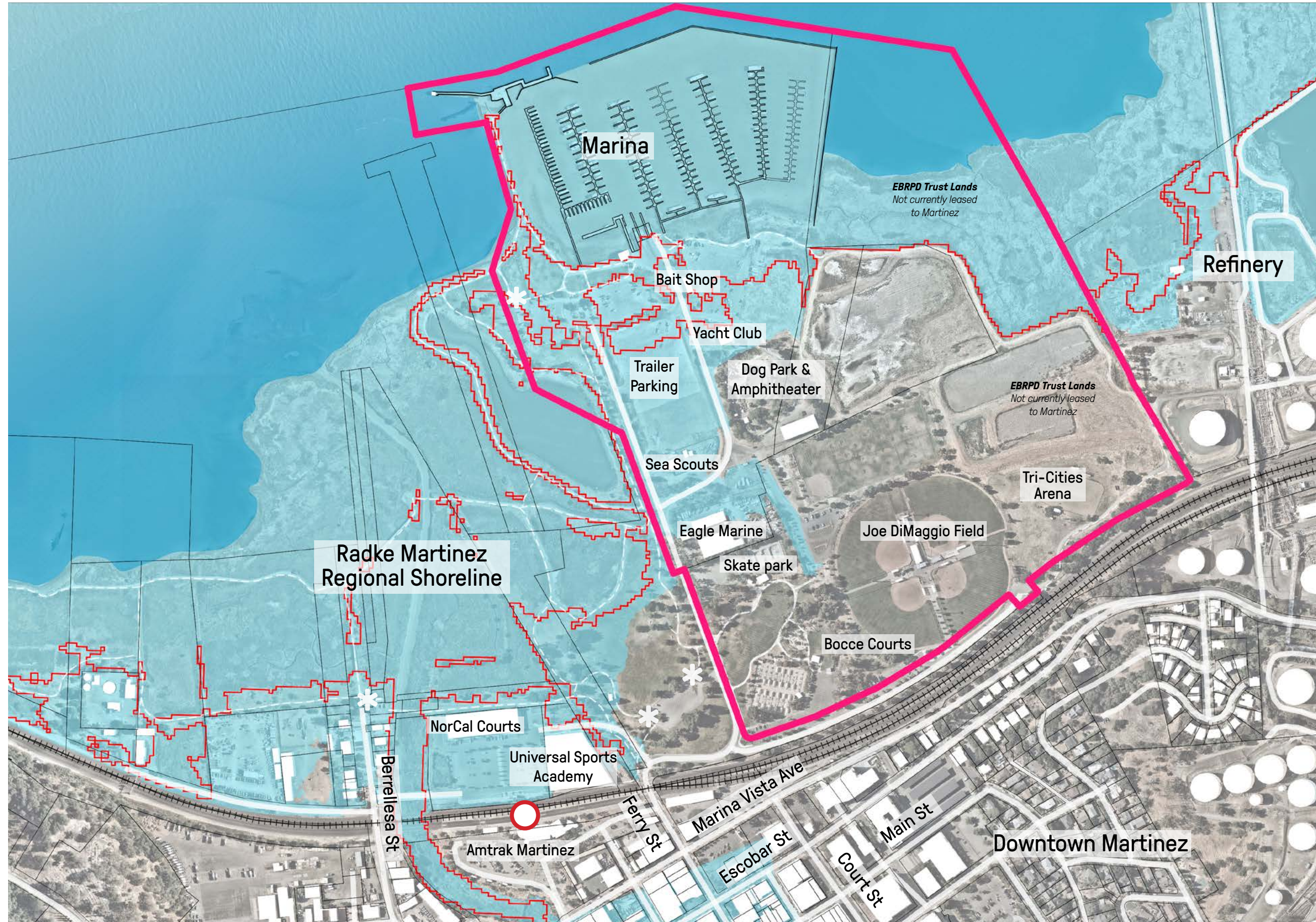
# MARTINEZ WATERFRONT SITE FLOODING



*Photo taken January 5, 2023, approximately 650' from shoreline*

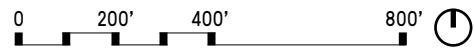


# FLOODING & SEA LEVEL RISE



- Martinez Marina Site Boundary
- 100-year Flood Zone
- Anticipated Sea-Level Rise by 2070 | 2-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.



# Marina Conditions

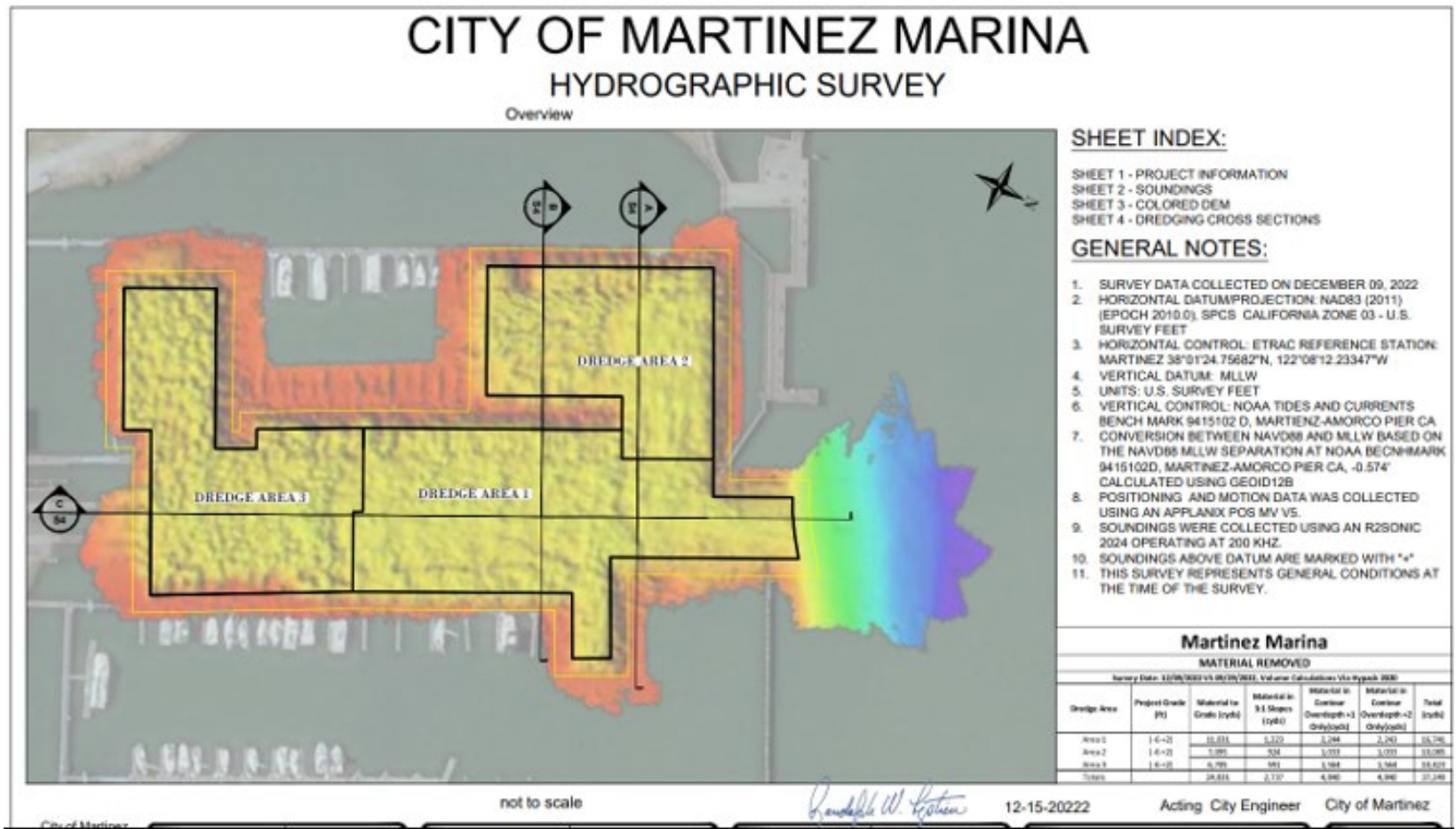
# Martinez Marina Conditions Outline

- Dredging
- Breakwater
- Docks
- Priorities

# Dredging

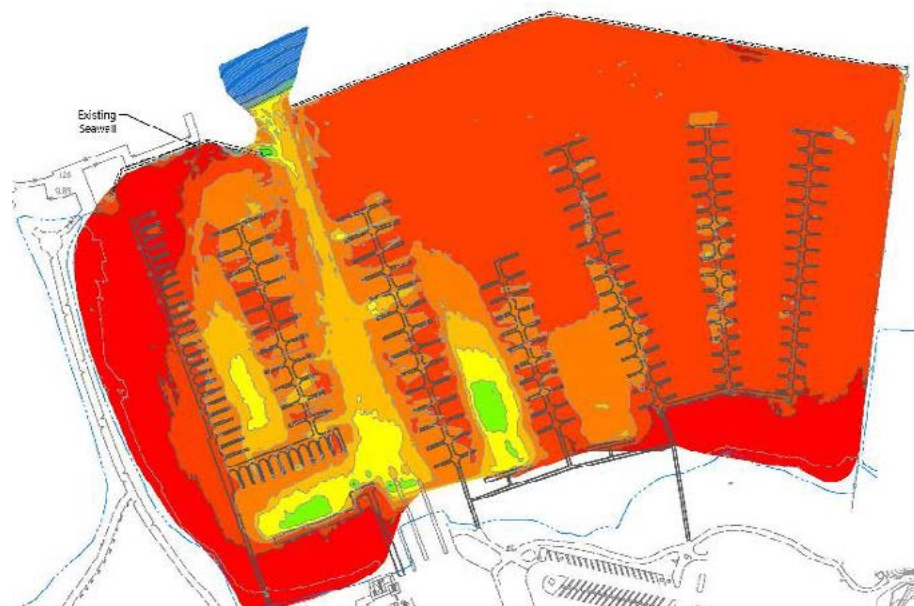
# Recently Completed Dredging

- 37,249 yards removed to a depth of -8 MLLW



# Future Dredging

- Dredging did not restore use of the entire basin
- Basin remains heavily sedimented in other areas
- Sedimentation will continue to be affected by defects in the breakwater



# Breakwater Inspection

# Breakwater Inspections

- A Level 0 “visual only” inspection of the breakwater was conducted in 2010
- The breakwater was re-examined (visual only) in May 2017 to reconfirm results and assess any changes



# Marina Layout

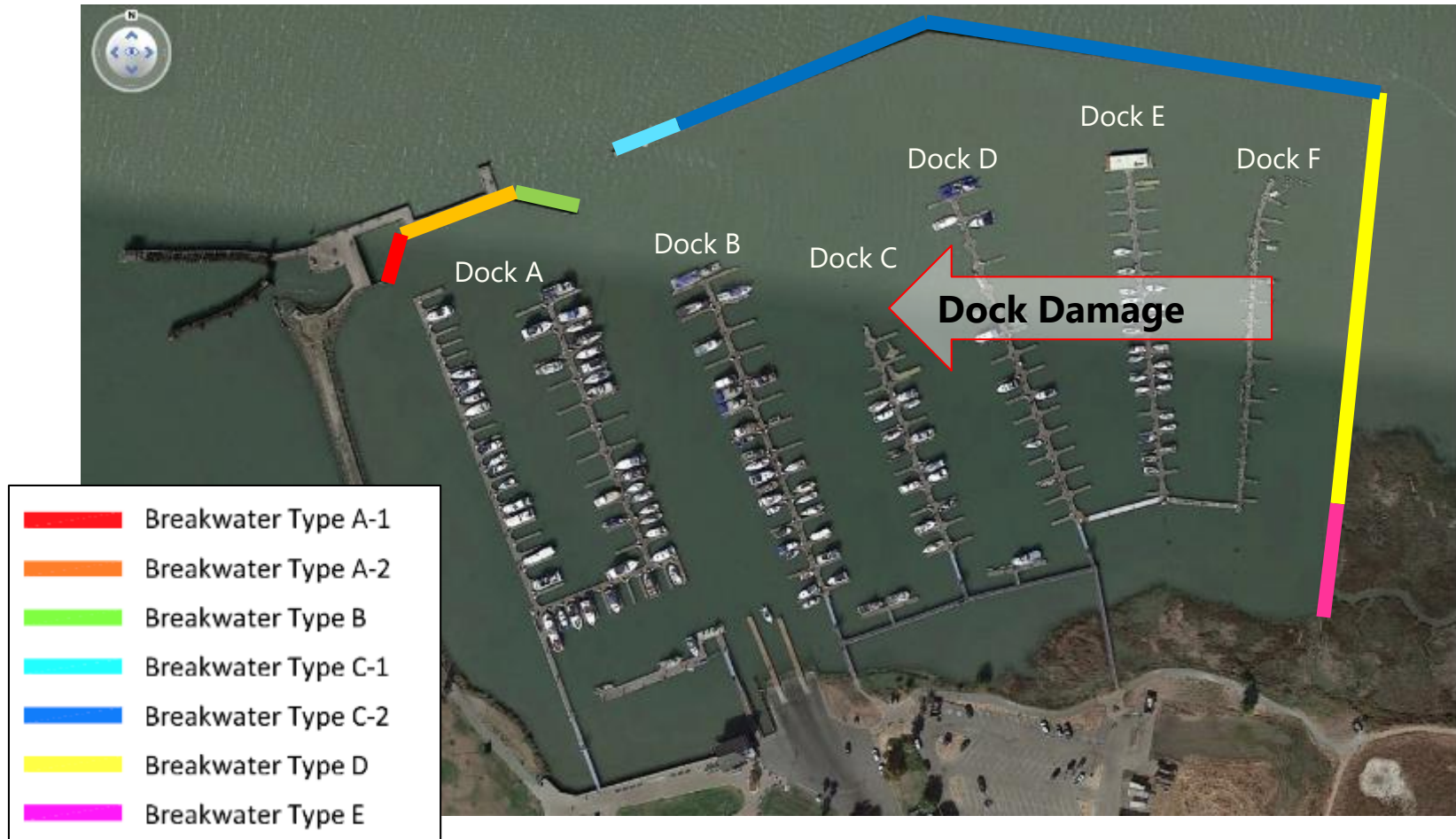


Image from 2010 Study

# Marina Seawall Assessment Section A-1

## Sheet Piles Missing or Broken



*Images from 2017 Study*

# Marina Seawall Assessment Section A-2

## Sheet Piles Missing or Failing in Sections



KEY MAP

*Images from 2017 Study*

# Marina Seawall Assessment Section B

## Sheet Pile Missing



KEY MAP

*Images from 2017 Study*

# Marina Seawall Assessment Section C-1

## Sheet Pile Missing Along Full Length



KEY MAP

*Images from 2017 Study*

# Marina Seawall Assessment Section C-2

## Sheet Pile Missing/Failing, Waler Missing in Several Locations



*Images from 2017 Study*

# Marina Seawall Assessment Section D

Wall Almost Completely Overtopped at +4-foot tide



*Images from 2017 Study*

# Marina Seawall Assessment Section D (continued)

Eastern overtopping – damage to docks



*Images from 2017 Study*



# Marina Seawall Assessment Section E

Section not inspected due to shallow water depth



*Images from 2017 Study*

# Summary of Breakwater Issues

- Conditions have remained static or worsened since 2010
  - Numerous holes, rotten wood, damaged or missing sheet metal, etc.
  - Most serious issue: over-topping of the eastern wall, which exposes the marina to rapid shoaling and damage from currents and waves
- Cost estimates for routine repairs and replacement of the Type D wall are \$7-9M (rough estimate), based on escalating 2017 estimate
- Highly recommend prioritizing the eastern wall

# Dock Inspection

# Summary of Dock Issues

- Recommended repair of Dock S-2 (electrical issues)
- The rest of the marina was found to be significantly deteriorated and should be replaced
  - No cost-effective or feasible repairs due to code compliance issues
- The estimated cost for replacement of the marina ranges from \$14 million to \$17 million (rough escalation of 2017 dollars)



Dock A  
Mainwalk  
Framing  
Structure  
Worn to fair  
condition



Dock D  
Mainwalk  
Framing  
Structure  
Dry rot  
observed

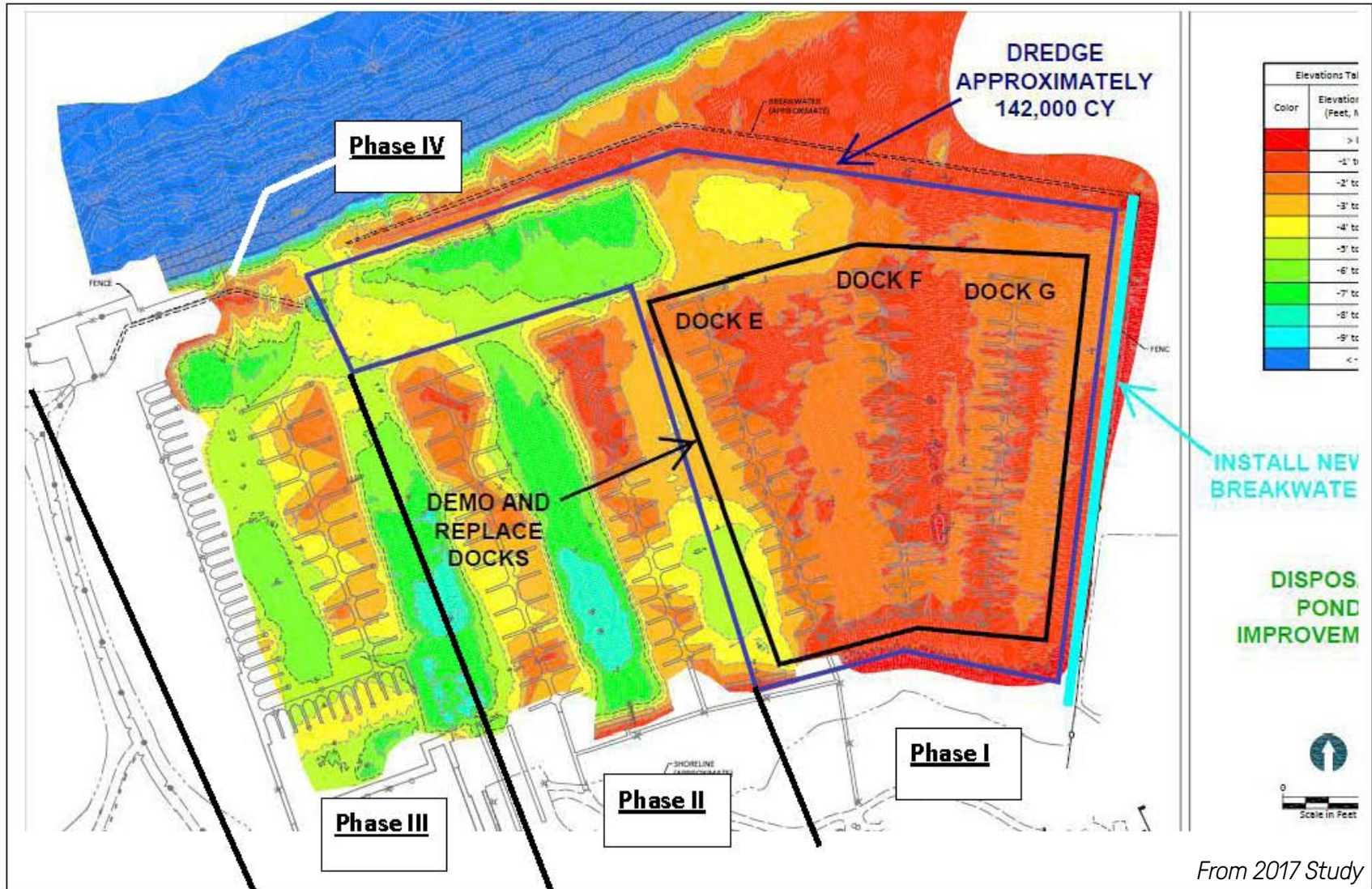


Dock D  
Finger  
Framing  
Structure  
Broken deck  
boards and  
uneven walking  
surfaces

# Priorities

# Prioritization of Improvements

- Repair and phasing options:
  - Full and partial replacements of the breakwater
  - Reconfiguration of the breakwater
  - Repair or replacement of the marina
- Eastern wall is highest priority
- Once eastern wall is repaired, the City can then:
  - Dredge remaining areas
  - Demolish and replace docks E,F,G (if desired) and/or replace entire marina
  - Repair/reconfigure remaining breakwater sections and/or entrance channel

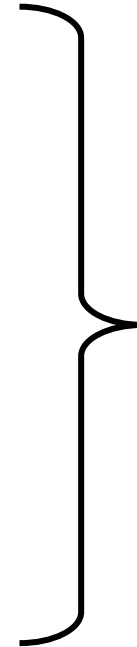


# Economic & Market Context



# Overall Process

- Compared **socioeconomic and market conditions** in Martinez to the broader region
- **Engaged with stakeholders** to understand opportunities and challenges for the site
- Reviewed current **financial conditions** of the Marina
- Studied **visitation patterns and trends** for the area
- Identified **potential site uses** that complement the Marina



Economic analysis has **informed recommendations for potential land uses** that will be included in the Land Use Plan.

## What are the site's economic challenges today?

- Unclear vision for land use plan
- Insufficient revenues
- Infrastructure challenges



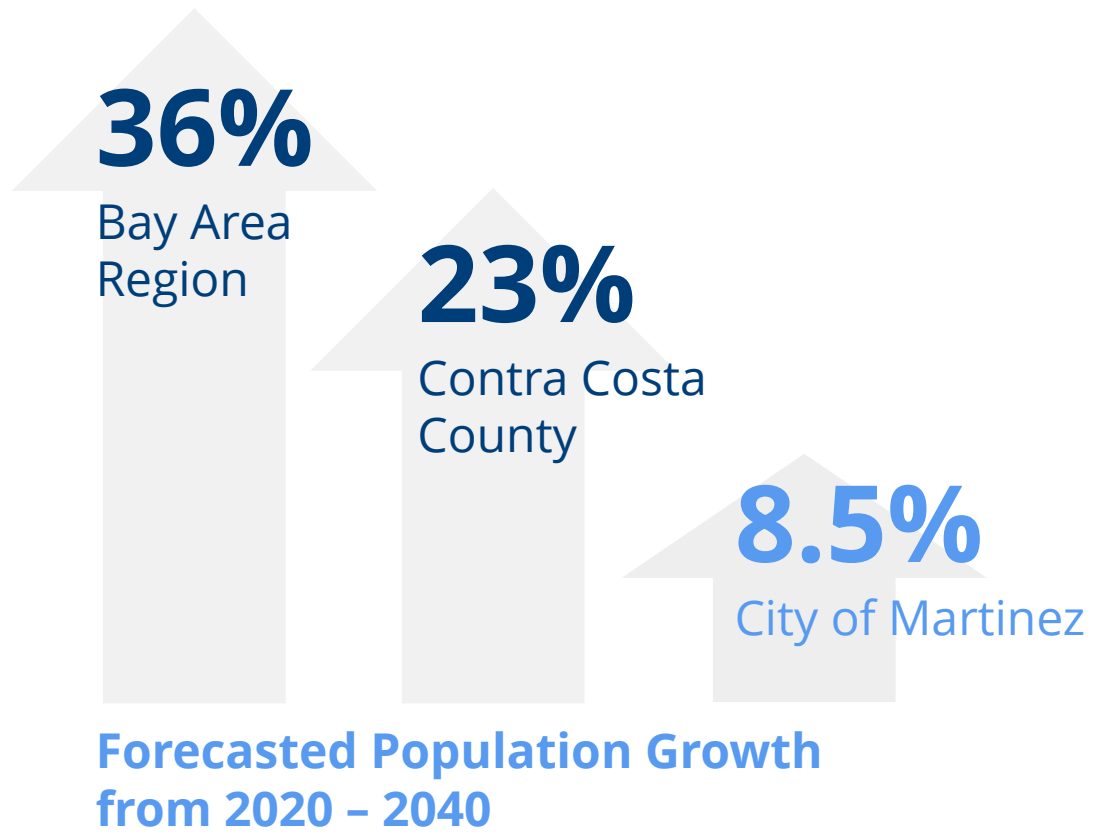
Image Source: City of Martinez



## What are future economic goals for the site?

- Support city economic development
- Generate revenue to support City
- Support Downtown's growth

With slowing growth, Martinez is at risk of falling behind its neighbors in the county and will likely experience a decline in jobs.



**JOB GROWTH (CAGR)**

**-0.45% Job Decline**  
Martinez (2022-2032)

**-0.15% Job Decline**  
Downtown Martinez (2022-2032)

Source: ACS 5-Year Estimates 2012, 2020, EMSI, Plan Bay Area 2040  
\*CAGR – Compounded Annual Growth Rate

The city's real estate market, compared to the county, has been static over the years with little new construction.

## MARTINEZ

**3,263 SF**

Total **Office Space** delivered since 2006

**+0.01% Growth**  
2006-2022

**38,298 SF**

Total **Retail Space** delivered since 2006

**+2.2% Growth**  
2006-2022

**0 Rooms**

Total **Hotel Rooms** delivered since 2006

**+0% Growth**  
2006-2022

## CONTRA COSTA COUNTY

**- 2% Office Decline**  
2006-2022 (County)

**+ 6% Retail Growth**  
2006-2022 (County)

**+ 6% Hotel Room Growth**  
2006-2022 (County)

HR&A did not analyze residential data in this analysis as we focused on uses that were allowed on the site based on the Public Trust Lands Plan.

Downtown Martinez has been a source of growth, with longstanding and new tenants making investments, its walkability and charm attracting new visitors. **With appropriate investment, the Waterfront site can build on these strengths.**



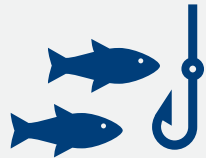
Image Source: City of Martinez

Both the Waterfront and Downtown offer a broad range of destinations and activities drawing local and regional visitors.

## WATERFRONT



Most visitors to the site typically visit from **12-4pm on weekdays**



### Top Waterfront **Destinations:**

- Ferry Point fishing pier
- Martinez Marina
- Sports fields



Most visitors are coming from nearby, within a **25-minute drive**

## DOWNTOWN MARTINEZ



Most visitors to downtown typically visit during **work hours**



### Top Downtown **Destinations:**

- Breweries (Del Cielo, Five Sons)
- Other bars (Bar Cava)
- Coffee shops (States, Barrelista)



Most visitors are coming from around the **county and East Bay**



# Hotel and amphitheater uses could bolster site visitation however, these uses would have significant implementation challenges.

## AMPHITHEATERS

- Amphitheatres around the region range in size and ownership based on the populations they cater to.
- Martinez's location can capture both visitors from the East Bay and residents from Solano County, which lacks outdoor entertainment spaces.

## HOTELS



- Currently, Martinez has 4 hotels with a total of 221 hotel rooms and a 72.8% occupancy rate citywide.
- Dependent on the city's future growth and development, Martinez could see increased demand for 40 or more hotel rooms by 2045.

Note: HR&A's more detailed hotel demand analysis is provided in a separate document.



## Waterfront Site Implications



### **Create a flexible space for a variety of experiences and users**

New waterfront uses and experiences can meet the needs of a range of populations and age groups and draw more diverse crowds from around the region.

### **Align with downtown plans and investment to achieve shared goals**

Waterfront uses should build on Downtown growth, infrastructure, and amenities to support new real estate development.

### **Connect the vision for the site to broader economic development goals**

Redevelopment of the Martinez waterfront can attract new development and investment to the city, bringing more workers, residents, and visitors.





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### **Connect the vision for the site to broader economic development goals**

Redevelopment of the Martinez waterfront can attract new development and investment to the city, bringing more workers, residents, and visitors.

Three key ingredients are needed to enable the site to leverage future investments and realize the waterfront vision.



**Infrastructure investments in the Marina** to stabilize it and enable new landside activity



**Improved connectivity to the site** from downtown Martinez for visitors and workers



**Residential and employment growth in downtown and the city** to drive developer and employer interest and attract tourism



## **THE OPPORTUNITY**

Position the waterfront site 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.**

The waterfront site is currently a drain on City finances and, as a result, stymies other priorities for future investment.

The **Marina Services Enterprise Trust Fund** (Marina Services Fund) includes revenues from lease payments, charges for services, property taxes and government grants for capital improvement projects.

**(\$3,050,020)**

2021 MARINA SERVICES FUND NET DEFICIT

**\$4,375,724**

2021 MARINA SERVICES FUND OUTSTANDING LOANS TO STATE

Source: Martinez Comprehensive Annual Financial Report, FY 2021

Pursuant to the Tidelands Transfer agreement, the City is required to transmit **20% of annual gross revenues generated from the Trust Lands** to the State Lands Commission, hindering the City's ability to redirect revenue to the Marina Services Fund and pay back legacy debt obligations.

# The team analyzed the potential for greater Marina Services Fund revenue that could result from upfront investment.

**LOW** 

Essential improvements to the breakwater and Marina, modest increases to tenant lease rates

**MEDIUM** 

All improvements to breakwater and Marina, with greater lease revenues enabled by more visitation

**HIGH** 

All improvements to breakwater and Marina, with enhanced site connectivity, and downtown growth – which result in market-rate leases



# Scenarios are hypothetical exercises to demonstrate long-term revenue potential.

	<b>FY2022</b>	<b>Low</b>	<b>Medium</b>	<b>High</b>
<b>MARINA</b>	Diminished capacity	Full capacity	Higher occupancy	Highest occupancy
<b>CURRENT TENANTS</b>	Below-market rents	Modest increase in rents	Greater rent increase	Downtown rents
<b>POTENTIAL USES</b>		Small café, kayak rentals	Dry storage, larger F&B	Event center (indoor)
<b>FUTURE LEASE RATES</b>		Significantly discounted	Modest discount	Downtown rents

Note: For potential uses, each scenario builds upon the potential uses in the previous scenarios. Example: High scenario = Event Center, dry storage facility, larger food and beverage uses, small café and watersports rentals.

# New uses, paired with significant upfront investment, can generate significant revenues to the Marina Services Fund.

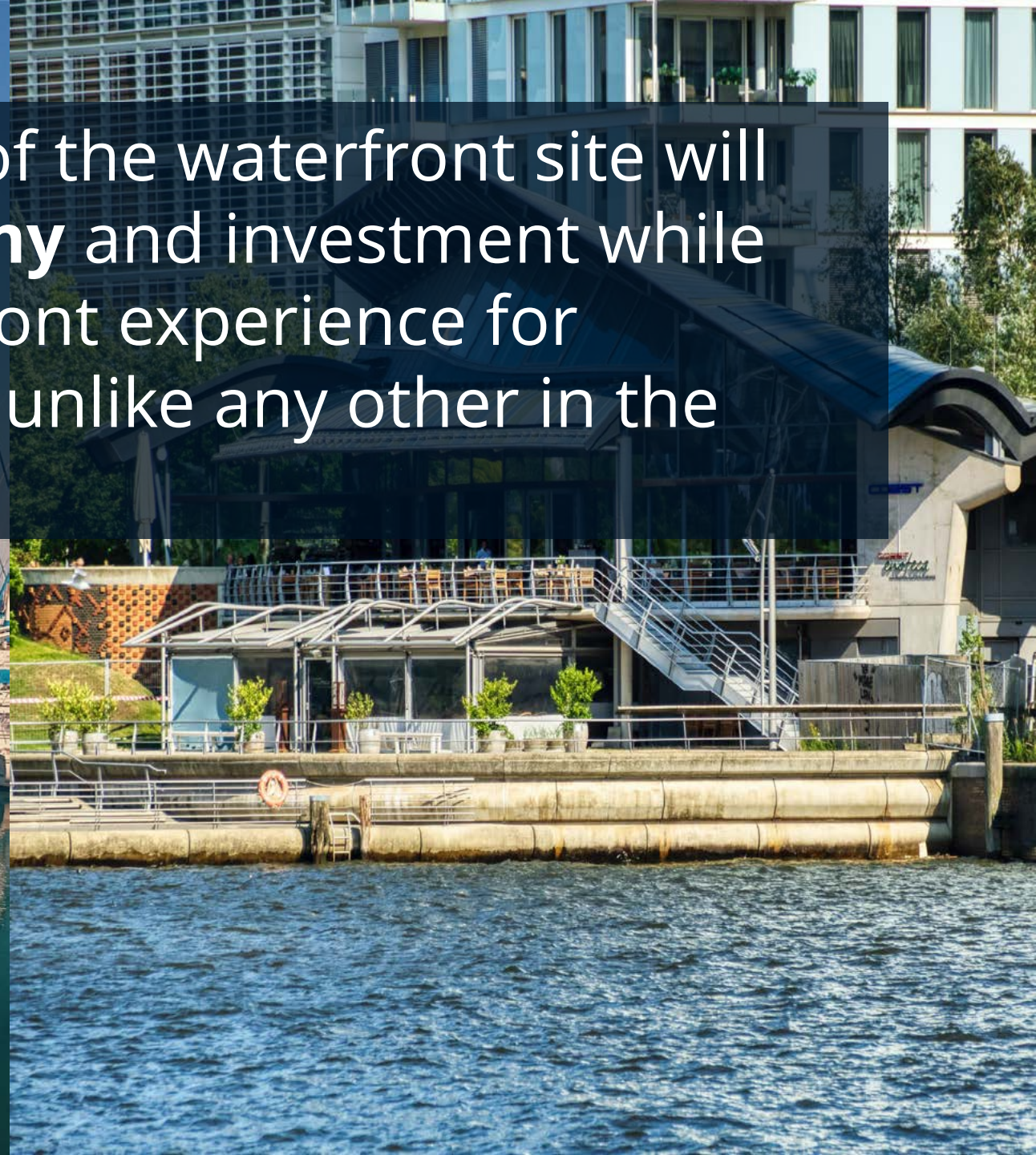
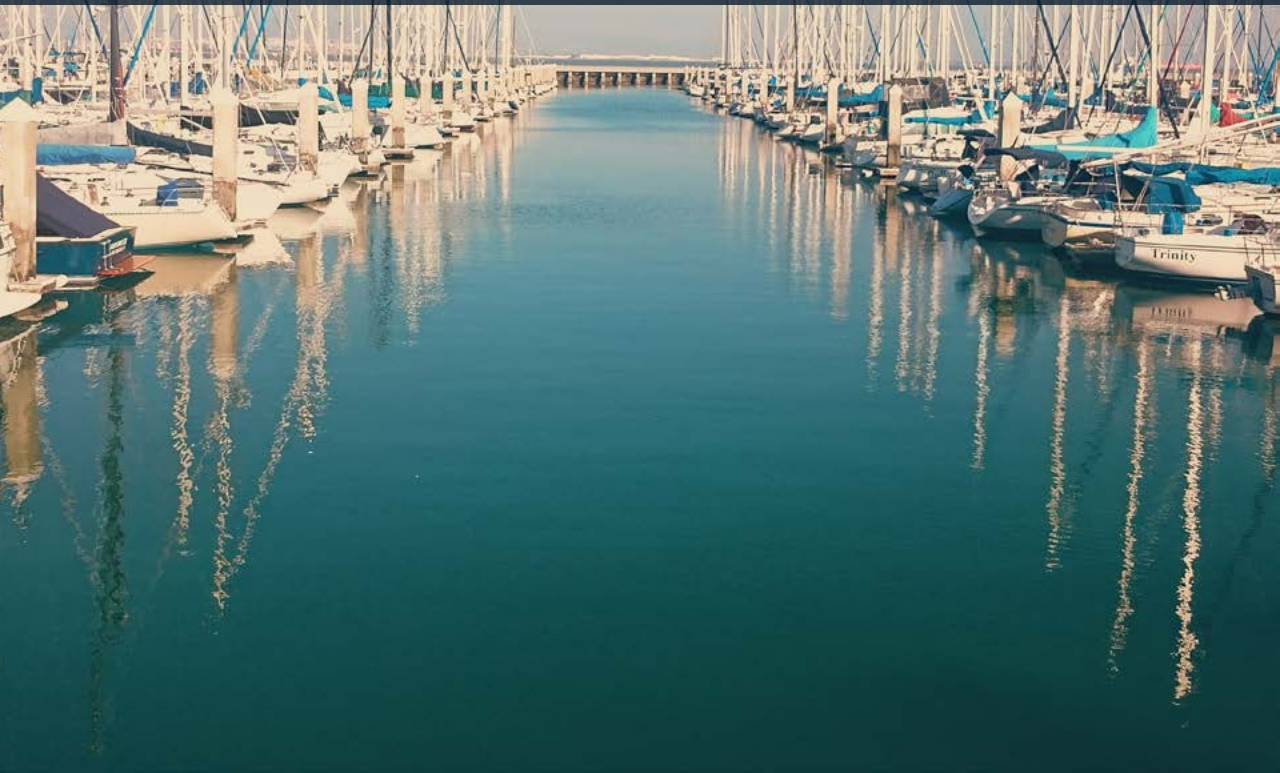
<b>CURRENT TENANTS*</b>	<b>FY2022</b>	<b>Low</b>	<b>Medium</b>	<b>High</b>
Martinez Marina	\$0			
Eagle Marine	\$54,600	To Be Determined in consultation with State Lands Commission		
Yacht Club	\$8,700			
Sea Scouts	\$1			
<b>POTENTIAL TENANTS (FUTURE)**</b>				
Dry Storage Facility			\$75,000	\$115,400
Food & Beverage		\$34,000	\$69,500	\$106,800
Event Center (Indoor)				\$339,600
Outdoor Entertainment Venue		TBD	TBD	TBD
Watersports Rentals		\$8,300	\$8,300	\$8,300
<b>TOTAL before SLC Contribution (20%)</b>		<b>\$63,301</b>		

Note: Values are rounded in 2022\$.

\*Potential future lease rates for existing tenants are still under evaluation and will be discussed preliminarily with the State Lands Commission.

\*\*Revenues for some of the future potential tenants are not listed in all the scenarios due to the level of investment that is needed to make these uses successful. For example, the event space building is only in the high scenario as it will likely be the most successful with all improvements to the Marina and better connectivity to the site.

Unlocking the future potential of the waterfront site will **support a vibrant city economy** and investment while also providing a unique waterfront experience for residents, workers, and visitors unlike any other in the broader region.





# Community Outreach Update

# PROJECT PROCESS



# HOW TO GET INVOLVED

The visioning workshops are synthesizing the potential of the Martinez Waterfront – rooted from the community itself.

## 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 22  
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

[www.martinezwaterfront.com](http://www.martinezwaterfront.com)

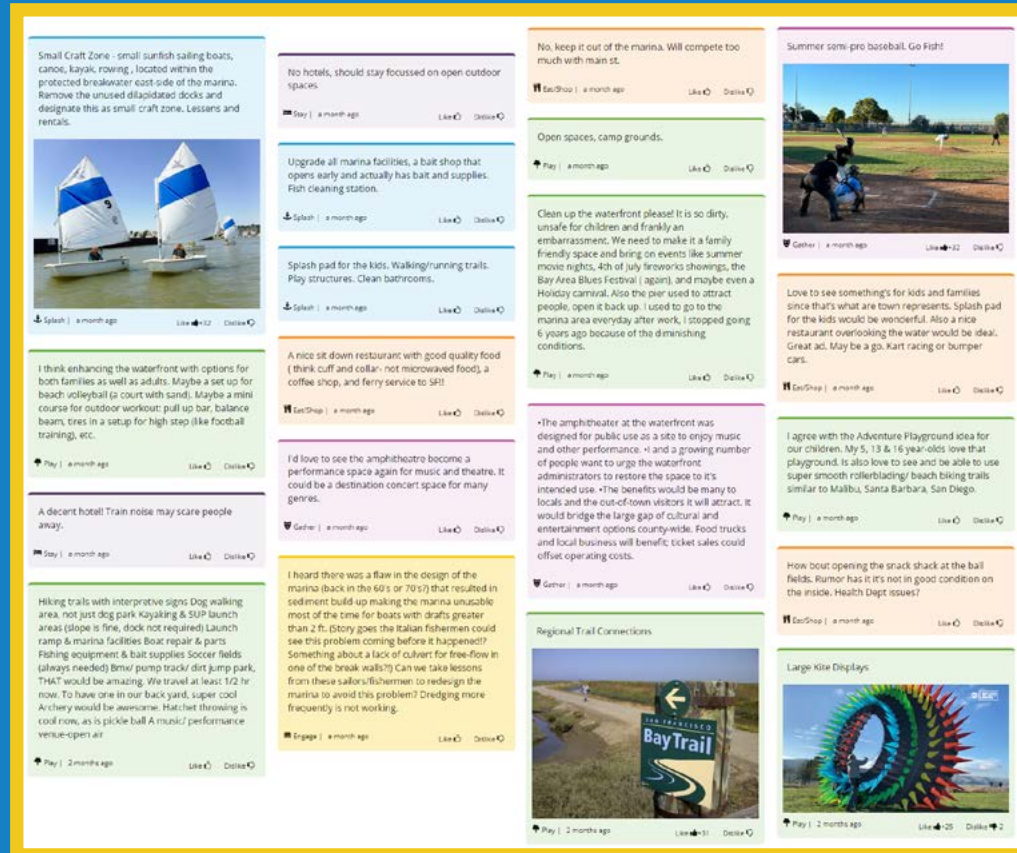
- **2,426** unique visitors to the master plan website (as of 1/03/23)
- **3** online engagement tools:



## Land Use Survey

Take the survey to help us understand what you value in Martinez and your vision for the Martinez Waterfront.

Land Use Survey



Small Craft Zone - small sunfish sailing boats, canoe, kayak, rowing, located within the protected breakwater east side of the marina. Remove the unused dilapidated docks and designate this as small craft zone. Lessons and rentals.

No hotels, should stay focussed on open outdoor spaces.

Upgrade all marina facilities, a bait shop that opens early and actually has bait and supplies. Fish cleaning station.

Splash pad for the kids. Walking/running trails. Play structures. Clean bathrooms.

A nice sit down restaurant with good quality food (think cuff and collar, not microwaved food), a coffee shop, and ferry service to SFT!

I'd love to see the amphitheatre become a performance space again for music and theatre. It could be a destination concert space for many genres.

Hiking trails with interpretive signs. Dog walking area, not just dog park. Kayaking & SUP launch areas (slope is fine, dock not required). Launch ramp & marina facilities. Boat repair & parts. Fishing equipment & bait supplies. Soccer fields (always needed). BMX pump track/dirt jump park. "HAT" would be amazing. We travel at least 1/2 hr now. To have one in our back yard, super cool. Archery would be awesome. Hatchet throwing is cool now, as is pickle ball. A music/performance venue open air.

No, keep it out of the marina. Will compete too much with main st.

Open spaces, camp grounds.

Clean up the waterfront please! It is so dirty, unsafe for children and frankly an embarrassment. We need to make it a family friendly space and bring on events like summer movie nights, 4th of July fireworks showings, the Bay Area Blues Festival (again), and maybe even a Holiday carnival. Also the pier used to attract people, open it back up. I used to go to the marina area everyday after work, I stopped going 6 years ago because of the diminishing conditions.

The amphitheater at the waterfront was designed for public use as a site to enjoy music and other performances. A growing number of people want to urge the waterfront administrators to restore the space to its intended use. The benefits would be many to locals and the out-of-town visitors it will attract. It would bridge the large gap of cultural and entertainment options county-wide. Food trucks and local business will benefit; ticket sales could offset operating costs.

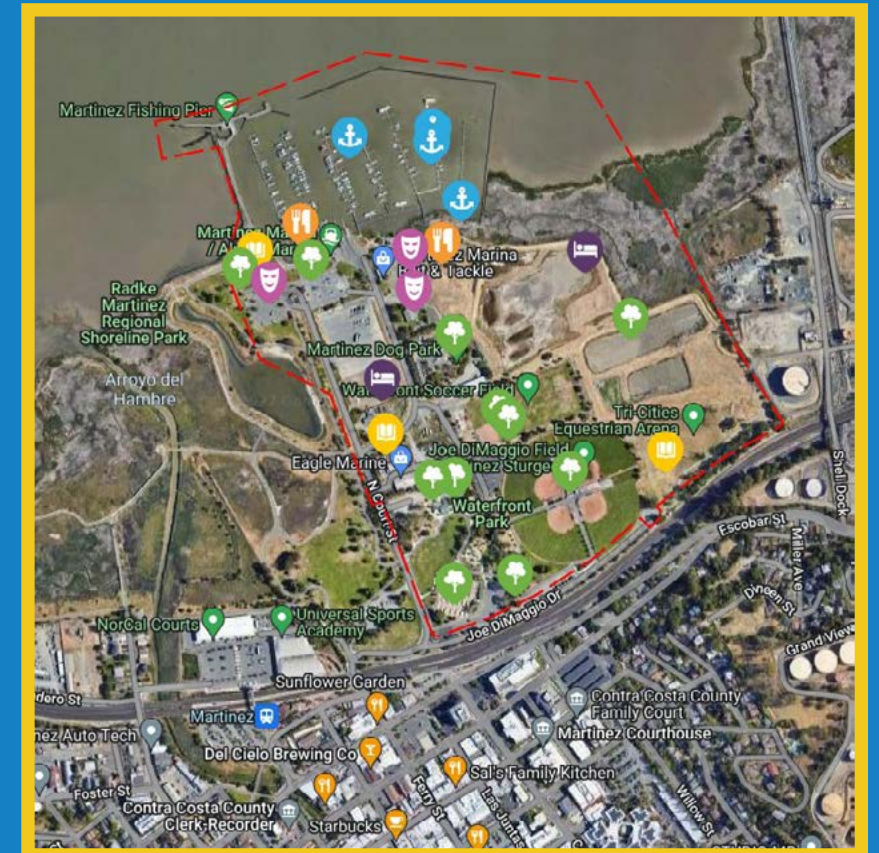
I heard there was a flaw in the design of the marina (back in the 60's or 70's) that resulted in sediment build up making the marina unusable most of the time for boats with drafts greater than 2 ft. (Story goes the Italian fishermen could see this problem coming before it happened?) Something about a lack of culvert for free-flow in one of the break walls? Can we take lessons from these sailors/fishermen to redesign the marina to avoid this problem? Dredging more frequently is not working.

Regional Trail Connections

Large Kite Displays

Summer semi-pro baseball. Go Fight!

Ideas Wall



Martinez Fishing Pier

Martinez Marina

Radke Martinez Regional Shoreline Park

Arroyo del Hambre

Martinez Dog Park

Waterfront Soccer Field

Eagle Marina

Joe DiMaggio Field

Waterfront Park

Tricillo Equestrian Arena

Escobar St

Miller Ave

Grand View

Norcal Courts

Universal Sports Academy

Sunflower Garden

Martinez

Contra Costa County Family Court

Martinez Courthouse

Del Cielo Brewing Co

Sal's Family Kitchen

Contra Costa County Clerk/Recorder

Starbucks

Foster St

Willows St

Ideas Map

- **285** total Land Use Survey responses
- **224** unique comments from community members

# IDEAS WALL - USES WITH WIDESPREAD COMMUNITY SUPPORT

## Active and Passive Recreational Uses



REGIONAL TRAIL CONNECTIONS

🌿 | 32 | 🗣️



BOCCE

🌿 | 34 | 🗣️



NATURE INSPIRED PLAYGROUND

🌿 | 31 | 🗣️



LARGE KITE DISPLAY

🌿 | 26 | 🗣️



SOCCER FIELDS

🌿 | 23 | 🗣️



SAND VOLLEYBALL

🌿 | 30 | 🗣️

# IDEAS WALL - USES WITH WIDESPREAD COMMUNITY SUPPORT

## Small & Non-motorized watercraft uses



ACCESSIBLE KAYAK DOCK



KAYAKING



STAND-UP PADDLEBOARDING



SAILING RENTALS & LESSONS



## Waterfront Dining



RESTAURANT WITH VIEWS



WATERFRONT RESTAURANT



CASUAL WATERFRONT DINING



SCENIC WATERFRONT DINING



# IDEAS WALL - USES LACKING COMMUNITY SUPPORT

Lodging uses lack widespread community support when located at the waterfront



WATERFRONT HOTEL

🛏️ 👍 0 👎 21



WATERFRONT HOTEL

🛏️ 👍 1 👎 21



RV CAMPING

🛏️ 👍 0 👎 19



WATERFRONT HOTEL

🛏️ 👍 0 👎 18



RV CAMPING

🛏️ 👍 1 👎 18



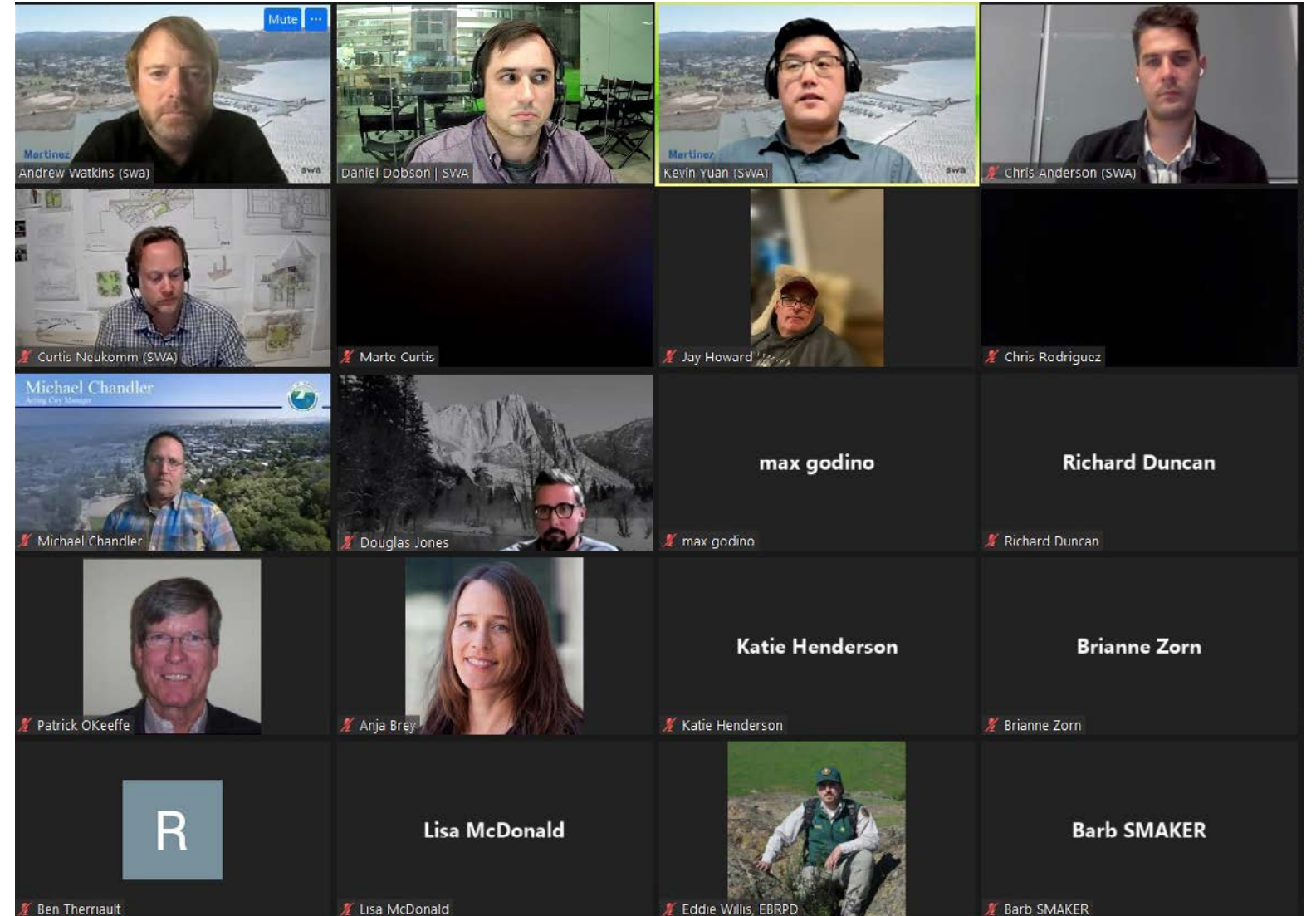
TENT CAMPING

🛏️ 👍 1 👎 18

# WORKSHOP #1 RECAP

- **24** participants
- Major **themes** that resulted from our **LISTEN** workshop are as follows:

- 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**

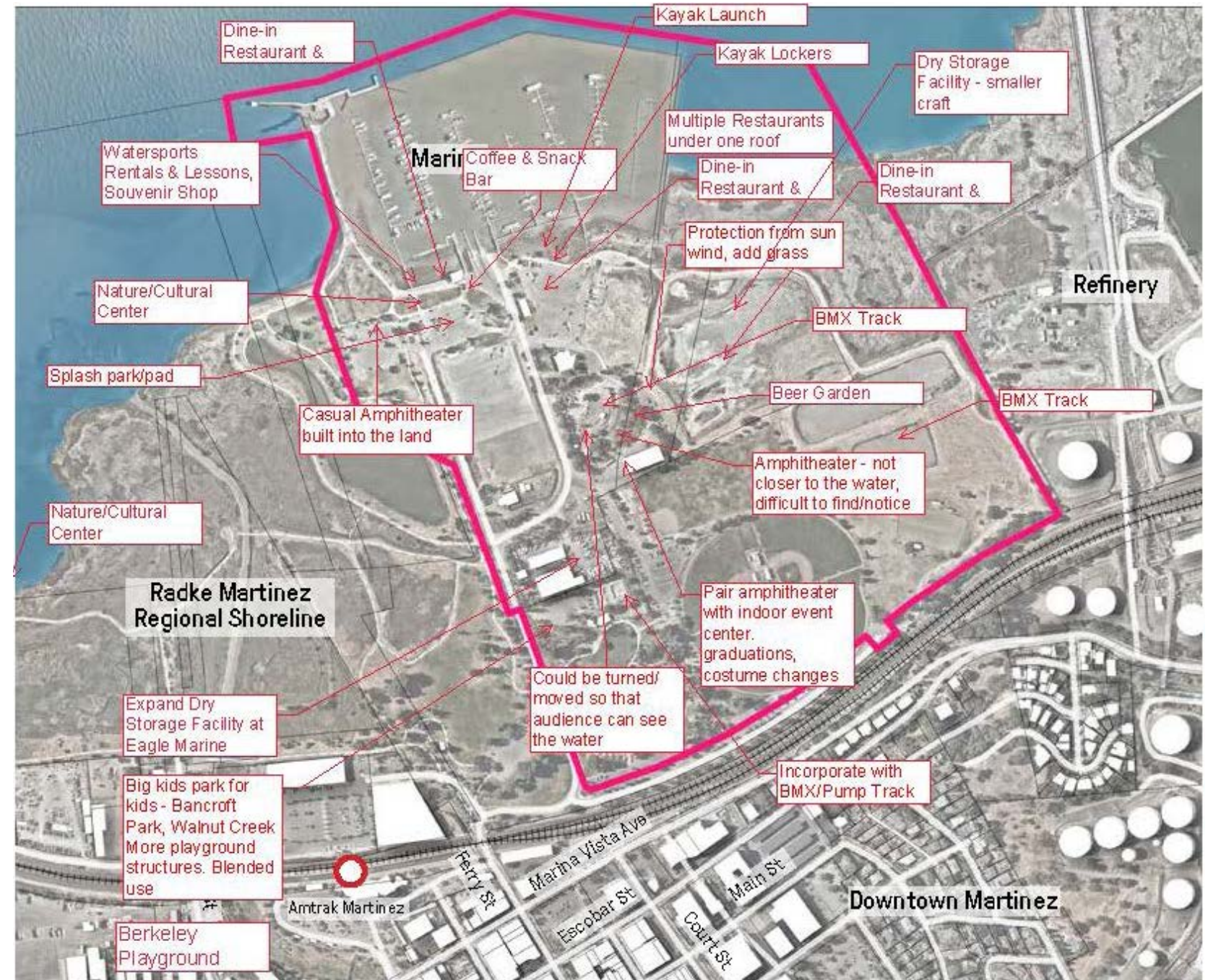




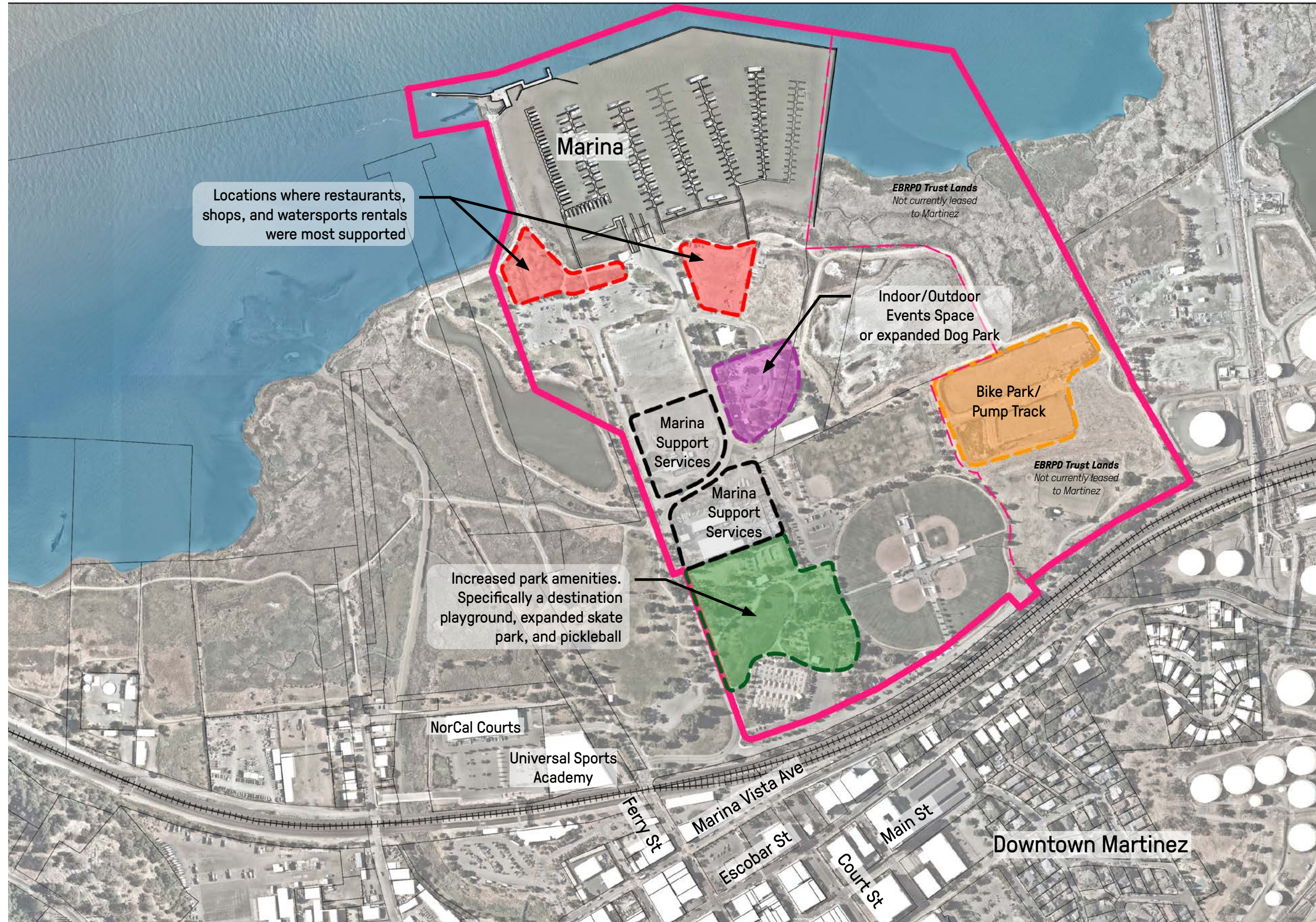
# WORKSHOP #2 RECAP

- **12** participants
- Major **themes** from the **CREATE** workshop were:

- 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 & accessibility for the public**



# PUBLIC INPUT SUMMARY



Locations where restaurants, shops, and watersports rentals were most supported

EBRPD Trust Lands  
Not currently leased to Martinez

Indoor/Outdoor Events Space or expanded Dog Park

Bike Park/  
Pump Track

EBRPD Trust Lands  
Not currently leased to Martinez

Increased park amenities. Specifically a destination playground, expanded skate park, and pickleball

Marina Support Services

Marina Support Services

NorCal Courts

Universal Sports Academy

Ferry St

Marina Vista Ave

Escobar St

Court St

Main St

Downtown Martinez

Site Boundary

Rail line/Amtrak



**Programming**

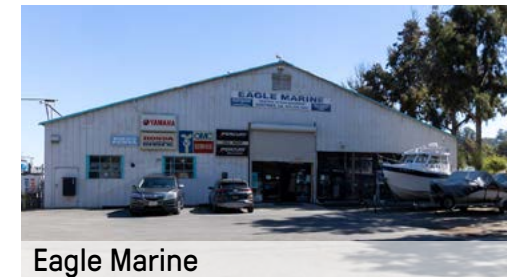
# MARTINEZ WATERFRONT



Marina



Bait Shop



Eagle Marine



Martinez Yacht Club



Sea Scouts



John Muir Amphitheater



Baseball Fields



Multi-Purpose Field (Waterfront 5)



Bocce Courts



Skate Park



Playground



Dog Park (Temporary)

# USES NEEDING FURTHER GUIDANCE

## John Muir Amphitheater / Dog Park



### John Muir Amphitheater

- Seating Capacity: 1,200
- Originally constructed for the Willows Theater Company
- Enjoys support from dedicated interest groups in the community
- Significant Reinvestment is needed
- Continued programming has been a challenge for the City with little interest from enterprise operators
- Orientation and Site Location challenges
- State Lands Commission would like to see greater regional use to be consistent with the Public Trust Doctrine



# USES NEEDING FURTHER GUIDANCE

## Amphitheater Case Study

### Rehab Existing Theater



### John Muir Amphitheater

Martinez, CA  
Seating Capacity: 1,200

### Rebuild & Expand Theater



### KettleHouse Amphitheater

Bonner, MT  
Seating Capacity: 4,200

### Incorporate within Promenade

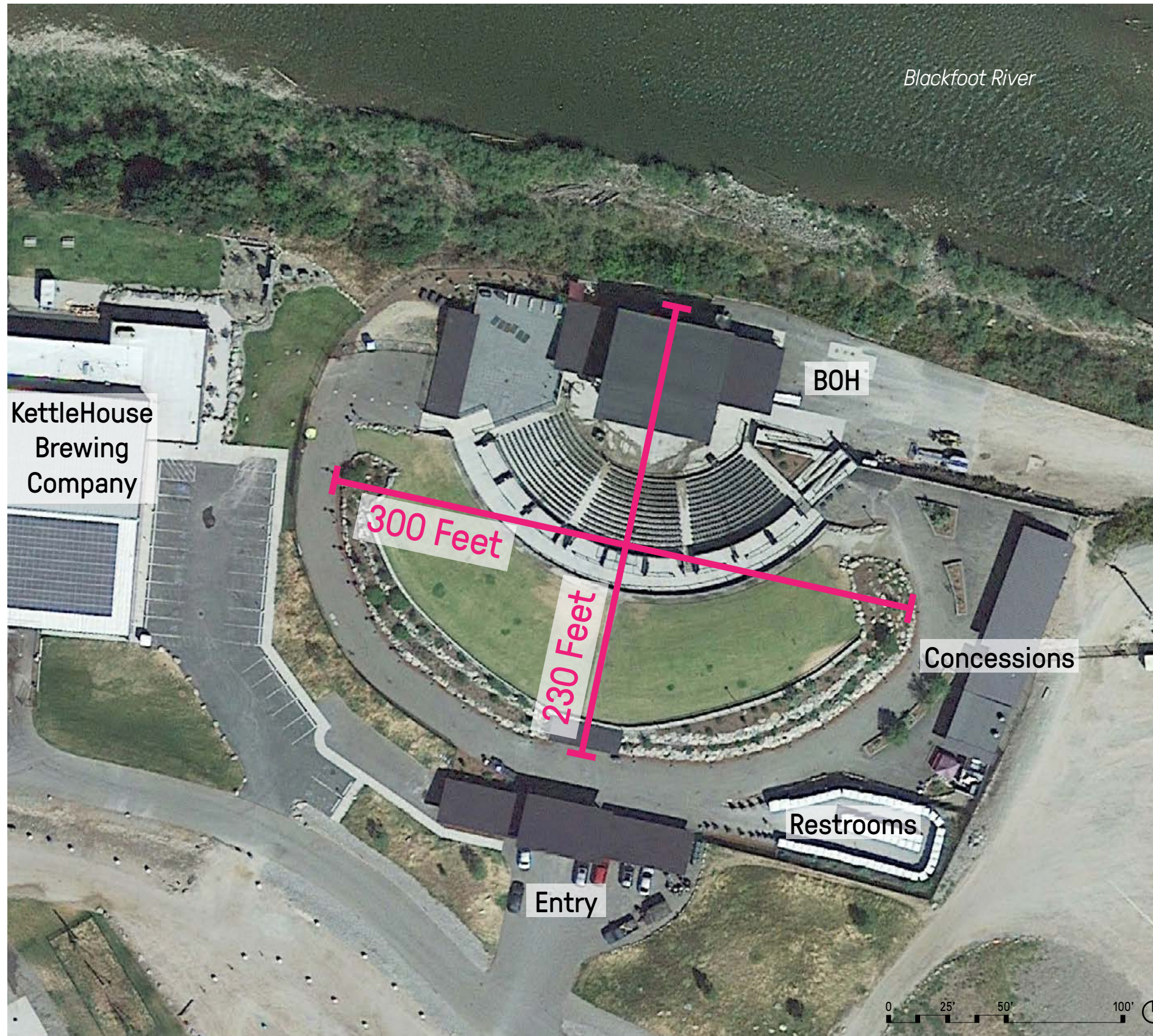


### Lake Merritt Amphitheater

Oakland, CA  
Seating Capacity: 500

# AMPHITHEATER CASE STUDY

## KettleHouse Amphitheater | Bonner, MT

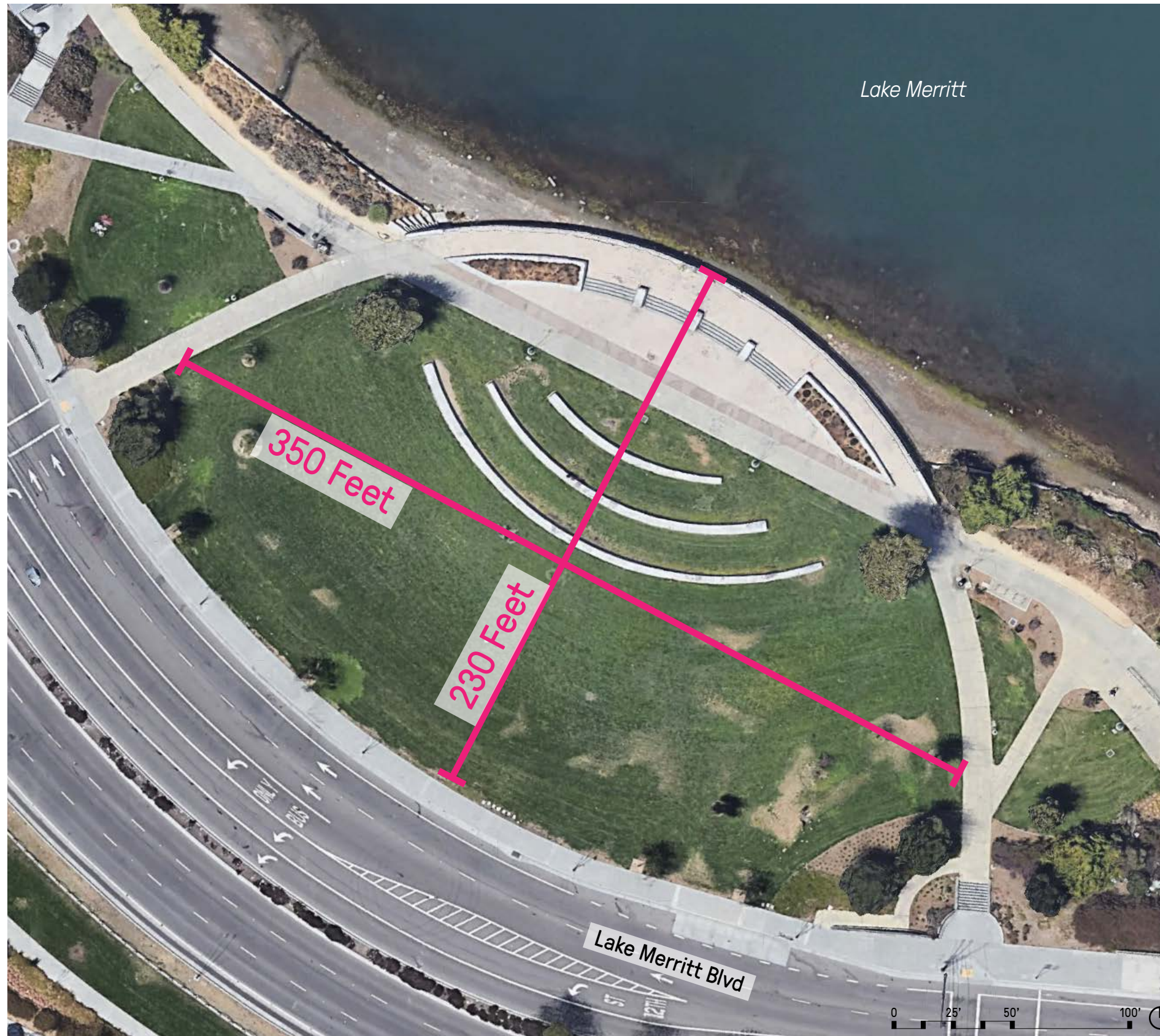


- Seating Capacity: 4,200
  - Fixed Seating: 1,900
  - Lawn Seating: 2,300
- Partnership with local KettleHouse Brewing Company
- Leverages natural setting to maximize visitor experience



# AMPHITHEATER CASE STUDY

## Lake Merritt Amphitheater | Oakland, CA



- Seating Capacity: 500
- Includes electrical and communications hookups to host pop-up events
- Open to the public when not hosting an event





# USES NEEDING FURTHER GUIDANCE

## John Muir Amphitheater / Dog Park



### Dog Park

- Enjoys support from dedicated interest groups in the community
- Currently a temporary program, scheduled to end July 7, 2023
- Current size and amenities are deemed to be inconsistent with the Public Trust Doctrine by State Lands Commission.



# USES NEEDING FURTHER GUIDANCE

## Potential amenities to create a regional serving Dog Park

### Agility Course



DELTA ANIMAL SHELTER AGILITY CENTRE

### Dog Playground



NEWTOWN DREAM DOG PARK

### Expanded Off-leash Dog Area



POINT ISABEL REGIONAL SHORELINE



WEST RUTLAND DOG AGILITY COURSE



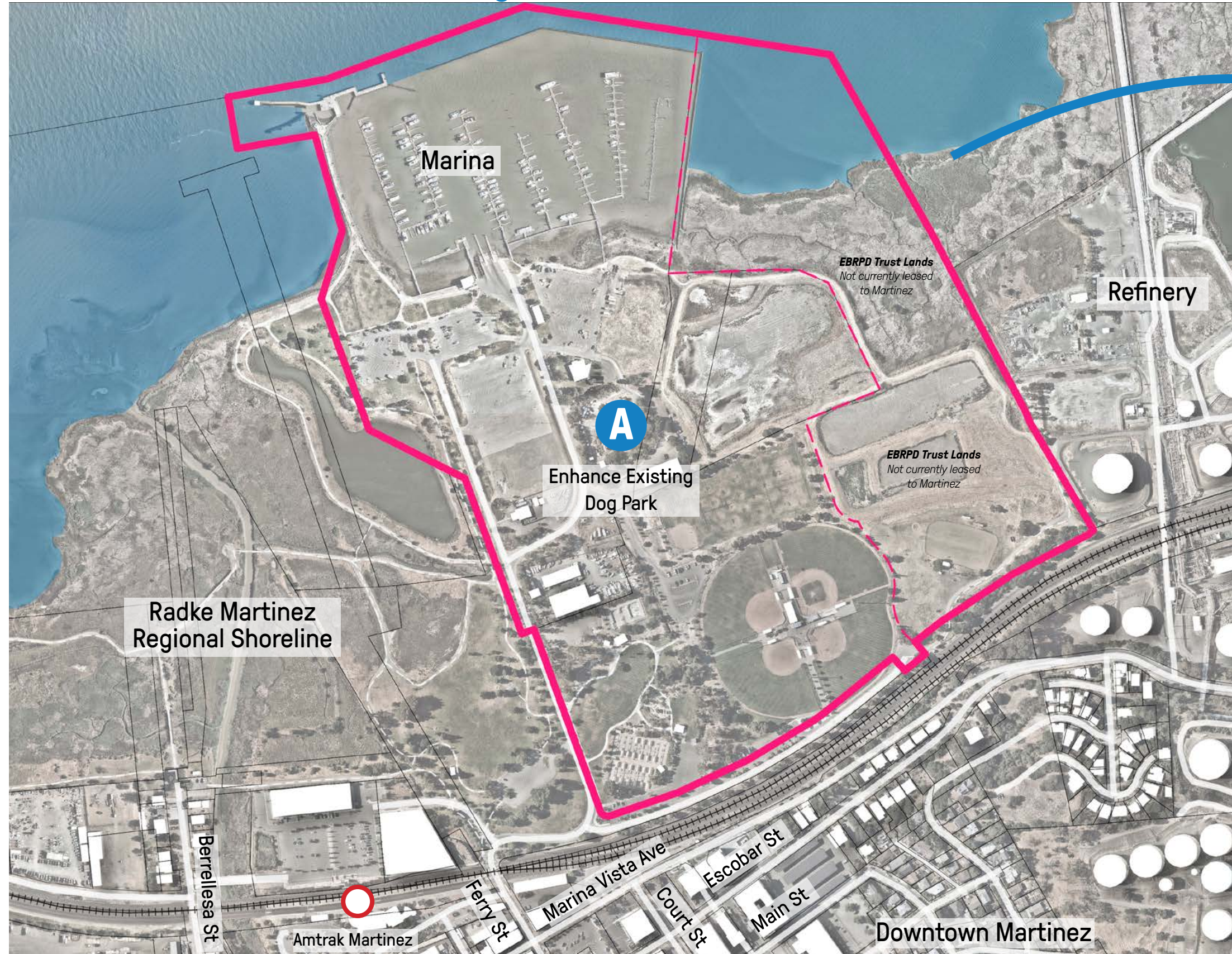
BEAU'S DREAM DOG PARK AT BUCHANAN PARK



MAGNUSON PARK

# USES NEEDING FURTHER GUIDANCE

## Potential locations for a Dog Park



**B**  
Relocate away from  
the Waterfront

**X** Potential Locations

— Site Boundary

++++ Rail line/Amtrak



# USES NEEDING FURTHER GUIDANCE

## Skate Park & BMX/Pump Track



### Positives

- Enjoys support from dedicated interest groups within the community

### Challenges

- Current skate park is geared towards skaters with a higher ability level
- Current skate park lacks space for emerging forms of skating and biking

# USES NEEDING FURTHER GUIDANCE

## Options for the future Skate Park and/or BMX/Pump Track

### Expanded Skate Park



SKATE PARK



SKATE PARK

### BMX Bike Park/Pump Track



BIKE PARK








PUMP TRACK

# USES NEEDING FURTHER GUIDANCE

## Potential locations for a Skate Park expansion or BMX/Pump Track



**F**  
Not located on the Waterfront Site

-  Potential Locations most suitable for use
  -  Other Potential Locations
  -  Site Boundary
  -  Rail line/Amtrak
- 0 200' 400' 800' 

# USES NEEDING FURTHER GUIDANCE

## Nature/Cultural Center



### Positives

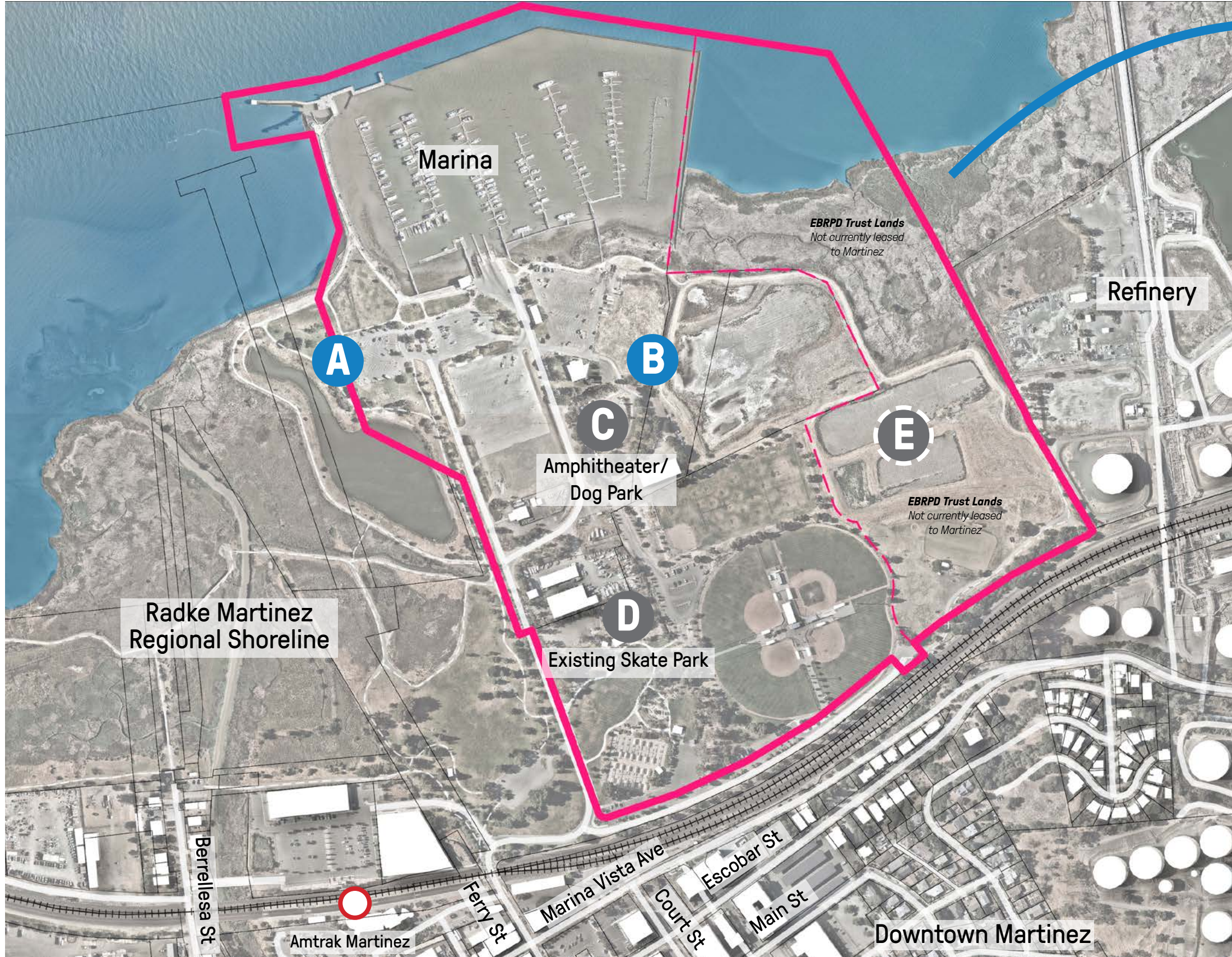
- Enjoys some support from the community but is generally not the highest priority
- Hub for learning the history of Martinez and the ecology of the Carquinez Strait
- May include meeting/retreat spaces for local businesses and events

### Challenges






- Potentially has better connections with the Radke Martinez Regional Shoreline

# USES NEEDING FURTHER GUIDANCE

## Potential locations for a Nature/Cultural Center



**F**  
Not located on the Waterfront Site

-  Potential Locations most suitable for use
  -  Other Potential Locations
  -  Site Boundary
  -  Rail line/Amtrak
- 0 200' 400' 800' 



# USES NEEDING FURTHER GUIDANCE

## Indoor Events Center



### Positives

- Enjoys some support from the community
- Regional draw that can serve multiple occasions including; weddings, parties, and business retreats
- Multiple operating strategies, including public-private partnership

### Challenges

- Venue capacity may be limited due to current access and connectivity challenges

BRAZILIAN ROOM, TILDEN REGIONAL PARK

# USES NEEDING FURTHER GUIDANCE

## Potential locations for an Indoor Events Center



**F**  
Not located on the  
Waterfront Site

- X** Potential Locations most suitable for use
  - X** Other Potential Locations
  - Site Boundary
  - ++++** Rail line/Amtrak
- 0 200' 400' 800' 🕒

# USES NEEDING FURTHER GUIDANCE

## Destination Playground



### Positives

- Enjoys support from throughout the community
- Regional draw that also serves current users
- Theming can tell the story of the waterfront

### Challenges

- Significant investment would be needed
- Currently playgrounds at the Waterfront Park and Radke Martinez Regional Shoreline



# USES NEEDING FURTHER GUIDANCE

## Options for the future playground

### Existing Playground



WATERFRONT PARK PLAYGROUND



WATERFRONT PARK PLAYGROUND

### Destination Playground



PRESIDIO TUNNEL TOPS PLAYGROUND



THE GATHERING PLACE, TULSA, OK

## It is recommended the Council discuss and provide direction to staff & the consultant team on the following elements of the plan:

1. *Prioritization of **Marina repairs and improvements**, and development of a phasing program*
2. *Feasibility and support of a **hotel***
3. *Addition of **restaurant and food facilities**, including those with facility rental options*
4. *Retention of **amphitheater** as a regional serving use*
5. *Retention of a **regional serving dog park** or relocation to a local residents-serving location*
6. *Addition of Marina related uses such as **boat storage and small craft facilities** (e.g., kayak and windsurfing)*
7. *Addition of recreational uses such as **BMX track and skate park expansion***
8. *Exploration of feasibility of a **cultural or educational center***
9. *Addition of other recreational uses such as **destination playground and pickleball***

**Next Steps**

## NEXT STEPS

- 1.** Approval of Phase 2 Scope
  - January 18th
- 2.** Land Use Alternatives
- 3.** Community Workshop 3
  - February 22nd
- 4.** Preferred Land Use Plan
  - Development Standards
  - Feasibility Analysis
    - Marina Operations & Improvements
    - Non-Motorized Small Boat Facilities
  - Financial Strategy & Funding Plan
  - CEQA Analysis

**Thank You!**





# City Council Meeting

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February 1, 2023



## Background

- 649 Main Street leased starting February 1, 2022
- Rate of \$2,000/month
- Named the “City Hall Annex”
- Total one-year cost with office space investment is \$69,000
- Option for a 17-month renewal until June 30, 2024



## Discussion

1. Monday through Friday from 11:00 a.m. to 3:00 p.m.
2. Recreation services including customer service, picnic/facility rentals, event staging, staff and community meetings
3. Reporting location for the Downtown street maintenance worker
4. Reporting location for MPD Mental Health Pilot program



## Uses have included:

- 4th of July staging with Community Services, Police, Public Works and Downtown Martinez and Company
- Restaurant Tour check in & raffle prize staging
- Trunk or Treat staging
- Farmers market staging for staff outreach
- Coordination with Downtown businesses for the Outdoor Dining and Entertainment program



## Uses have included:

- Interviews for Police Chief and other key staff positions
- Hosting site for a regional meeting of City engineers throughout the East Bay
- Sports field rental group meeting
- Holiday Frolic Light Wand distributions
- Holiday Frolic Volunteer Hub and staging

**Over 800  
visitors**



## **New proposed expanded uses:**

- Increased collaboration with Downtown businesses and outside agencies and organizations.
- Continued use as a hub for Community Services, including customer service and event staging.



## **New proposed expanded uses:**

- Expanding the site to be available to members of the City Council for staging during Farmers Markets or for scheduled “office hours” or meetings with constituents.
- Serve as a future reporting location for potential private security or a Downtown Ambassadors program.



## Fiscal Impact

FY 2023 Cost Breakdown	
Rent (\$2,060/month) (February 1, 2023 – June 30, 2023)	\$10,300.00
Utilities (\$450/month)	\$2,250.00
Maintenance (\$5,000/year)	\$2,500.00
Office Space Enhancements (One-Time Cost)	\$5,000.00
<b>Total</b>	<b>\$20,050.00</b>





## Recommendation

Adopt a resolution approving and authorizing the City Manager to extend the Lease Agreement with Dick Vanderkous (Landlord) for use of the Premises located at 649 Main Street, Suite 101, Martinez, California, 94553, for a period of 17 months, from February 1, 2023 through June 30, 2024, and approving budget transfers of \$20,050.00 from the General Fund Unassigned Reserves for rent, utilities and necessary one-time purchases for expanded use of the office space.



CITY OF MARTINEZ  
**CONFLICT OF INTEREST CODE**

---

City Clerk's Office  
February 1, 2023

# WHY GOVERNMENT AGENCIES MUST ADOPT A COI



The Political Reform Act (Act) prohibits a public official from using their position to influence a governmental decision in which they have a financial interest.

A Conflict of Interest (COI) code tells public officials, governmental employees, and consultants what financial interests they must disclose on their Form 700s.

# STATEMENT OF ECONOMIC INTEREST - FORM 700



To help identify potential conflicts of interest, designated positions report their financial interests on a form called Statement of Economic Interests (Form 700).

**CALIFORNIA FORM 700**  
FAIR POLITICAL PRACTICES COMMISSION

**STATEMENT OF ECONOMIC INTERESTS**  
**COVER PAGE**  
A PUBLIC DOCUMENT

Date Initial Filing Received  
Filing Official Use Only

Please type or print in ink.

NAME OF FILER (LAST) (FIRST) (MIDDLE)

**1. Office, Agency, or Court**  
Agency Name (Do not use acronyms)  
Division, Board, Department, District, if applicable Your Position  
If filing for multiple positions, list below or on an attachment. (Do not use acronyms)  
Agency: Position:

**2. Jurisdiction of Office (Check at least one box)**  
 State  Judge, Retired Judge, Pro Tem Judge, or Court Commissioner (Statewide Jurisdiction)  
 Multi-County  County of  
 City of  Other

**3. Type of Statement (Check at least one box)**  
 Annual: The period covered is January 1, 2021, through December 31, 2021.  
-or- The period covered is through  
December 31, 2021.  
 Assuming Office: Date assumed through  
 Candidate: Date of Election and office sought, if different than Part 1:  
 Leaving Office: Date Left through  
(Check one circle.)  
 The period covered is January 1, 2021, through the date of leaving office.  
-or-  
 The period covered is through the date of leaving office.

**4. Schedule Summary (must complete) Total number of pages including this cover page:**  
**Schedules attached**  
 Schedule A-1 - Investments - schedule attached  Schedule C - Income, Loans, & Business Positions - schedule attached  
 Schedule A-2 - Investments - schedule attached  Schedule D - Income - Gifts - schedule attached  
 Schedule B - Real Property - schedule attached  Schedule E - Income - Gifts - Travel Payments - schedule attached  
-or-  None - No reportable interests on any schedule

**5. Verification**  
MAILING ADDRESS STREET CITY STATE ZIP CODE  
(Business or Agency Address Recommended - Public Document)  
DAYTIME TELEPHONE NUMBER EMAIL ADDRESS  
( )  
I have used all reasonable diligence in preparing this statement. I have reviewed this statement and to the best of my knowledge the information contained herein and in any attached schedules is true and complete. I acknowledge this is a public document.  
I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.  
Date Signed (month, day, year) Signature (File the originally signed paper statement with your filing official.)

# THE CODES MUST BE REGULARLY UPDATED



To ensure COI remains current and accurate, the City is required to review its code every even-numbered year. City of Martinez last updated it's code in 2017.

- Out of date: Employees, title changes, missing positions

## TYPICAL REVIEW PERIOD

- July 1: Code reviewing body must notify it's agency to start review.
  - City Council = code reviewing body
- October 3: CM to report if amendments are needed
- Within 90 days, Council to adopt amendments





TERMS OF THE CODE

LIST OF DESIGNATION POSITIONS

DISCLOSURE CATEGORIES

# 1. TERMS OF THE CODE

- The terms include provisions as the manner to report financial interests, the disqualification procedures, etc.
- Incorporate [FPPC Regulation 18730](#) by reference.

## RESOLUTION NO. 141-17

### A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARTINEZ AMENDING THE CITY'S CONFLICT OF INTEREST CODE

**WHEREAS**, the Political Reform Act, Government Code Section 87300 et. seq., requires every state and local government agency to adopt and periodically update its Conflict of Interest Code; and

**WHEREAS**, on November 21, 1994, the City Council adopted Resolution No. 121-94 amending Resolution No. 158-92, a revised Conflict of Interest Code, on March 18, 1996, the City Council adopted Resolution No. 034-96 again amending the Conflict of Interest Code; and on April 23, 2003 the City Council adopted Resolution No. 044-03 again amending the Conflict of interest code; and

**WHEREAS**, the City Council at this time wishes to amend and update its Conflict of Interest Code as it relates to the specific enumeration of employees and committees required to comply with said Code and their appropriate categories of disclosure; and

**WHEREAS**, the Fair Political Practices Commission has adopted a regulation, California Code of Regulations Section 18730 which contains the terms of a standard model Conflict of Interest Code, which can be incorporated by reference, and which will be amended to conform to amendments in the Political Reform Act after public notice and hearings conducted by the Fair Political Practices Commission pursuant to the Administrative Procedures Act, Government Code, Sections 11270, et. seq.; and

**WHEREAS**, the City Council adopted Resolution No.130-17 on December 6, 2017 noticing the intent to amend the Conflict of Interest Code, and setting a public hearing for December 20, 2017.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Martinez as follows:

**Section 1:** Section 18730 of Title 2 of the California Code of Regulations, and any amendments made thereto, is hereby adopted and promulgated as the Conflict of Interest Code of the City within the meaning of Government Code Section 87300 et seq.

**Section 2:** The Appendices attached as Exhibit A to this Resolution are incorporated into the Conflict of Interest Code of the City of Martinez as referenced therein by the term "Appendix."

**Section 3:** This Resolution shall supersede all previous resolutions adopting or amending a conflict of interest code, including Resolution No.'s 158-92, 121-94, 034-96, and 044-03.

# 2. DESIGNATED POSITIONS



- Involved in **making** or **participating** in making **government decisions**.
- **“Making a decision”** means:
  - Voting on a matter
  - Approving the budget
  - Adopting policy
  - Making purchasing decisions
  - Entering into contracts
- **“Participate”** means:
  - Negotiating the terms of a contract
  - Writing the specifications of a bid
  - Advising or making recommendations to the decision-maker or governing body.
- Do not designate positions that have several levels of review of their work.



## 2. DESIGNATED POSITIONS CONT...



### **Commissions**

Other than those which are solely advisory, when a board or commission is formed, the members must file under full disclosure until the positions are included in a COI.

- Includes alternates
- F700 are due no later than 30 days after assuming office

### **Consultants**

- External positions who make decisions on behalf of agency or serve in staff capacity, in capacity perform duties that would otherwise be performed by designated position.

## 2. DESIGNATED POSITIONS CONT...

### Developing your list of “designated positions”

- Maintain in the code your broad policy/decision makers
- Eliminate positions whose duties are clerical, secretarial, ministerial, or manual.

### THEN

- Review the duty statements of everyone between these two levels. Look closely at how many levels of substantive review these positions have (*i.e. Analysts, Admin Officers, Purchasing Agents*)
- Assign adequate disclosure categories to those positions.
- Best practice is to work with City Manager and City Attorney when assigning categories.

Commission/ Department	Position	Category
*City Manager	City Manager Deputy City Clerk	A A
Administrative Services	Accountant Deputy Director of Administrative Services Finance Director Information Technology Administrator	C A C A
*City Attorney	City Attorney Assistant(s)	A A
Community Development	Associate Civil Engineer Building Inspector II City Engineer Code Enforcement Officer Code Enforcement Inspector Community & Economic Development Coordinator Community & Economic Development Director Deputy Director of Public Works Senior Construction Inspector Senior Engineer Senior Planner	A A A A A A B A A A A
Community Services	Recreation Supervisor Senior Citizen Supervisor	A A
**Consultants		A
Police Department	Chief of Police Commander(s)	A
Public Services	Public Works Superintendent Water Superintendent	A A
*Elected Officials	City Clerk City Council City Treasurer	A A A
Commissions	Arts and Library Cemetery Marina Parks and Recreation *Planning	A C A A A
Committees	Design Review	A

# 3. DISCLOSURE CATEGORIES



- Disclosure categories describe the types of interest to be disclosed.
- Designated positions can only be required to disclose interest that they may affect in the course of performing the positions duties.

## DISCLOSURE CATEGORIES APPENDIX A

### CATEGORY A

Positions designated to be in this category shall disclose all income, investment interests, management positions, and interests in real property within the City of Martinez or within two (2) miles of its boundaries.

### CATEGORY B

Positions designated to be in this category shall disclose interests in real property or investments, or management positions in any business entity, which owns real property, if the property is located within the City of Martinez or within two (2) miles of its boundaries, or within two (2) miles of any land owned or used by the City, investments or management positions in any business entity or source of income which engages in land development, construction or the acquisition, management, or sale of real property.

### CATEGORY C

Positions designated to be in this category shall disclose all income, investments, and management positions in any business entity, or source of income which does business with the City of Martinez, or has done business with the City during the two (2) years prior to the time a statement is required to be filed hereunder, through the designated employee's department or agency; or which manufactures, sells, provides, or furnishes goods or services of the type and character which the City might reasonably be expected to purchase, contract for or use through the employee's agency or department.

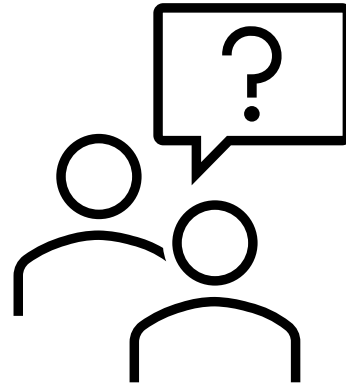


## **Staff Involvement**

- Staff opportunity to attend or submit their comment via email.
- Changes have been to Appendix A to include two new positions and retitle of one position.

## **Recommendation**

- Adopt the resolution incorporating the 2023 COI code and it's appendix.



# QUESTIONS

**From:** [Tim Platt](#)  
**To:** [Brienne Zorn](#); [Mark Ross](#); [Debbie McKillop](#); [Jay Howard](#); [Satinder S. Malhi](#); [Michael Chandler](#); [Michael Cass](#); [Kat Galileo](#)  
**Cc:** [Thousand Friends of Martinez](#); [Tim Platt](#)  
**Subject:** Comments on Marina Plan---Item 11  
**Date:** Tuesday, January 31, 2023 7:18:31 PM  
**Attachments:** [MARTINEZ WATERFRONTred.pdf](#)

---

The Waterfront Marina Trust Land Use Plan Update Meeting was held on 01/18/23 to give current status of the Marina development plan required by the State.

Significant issues surfaced from that meeting that we believe should be addressed before your voting tonight.

1 MAJOR COSTS NOT IDENTIFIED OR PRICED OUT. Big costs not discussed or priced out were (1) *costs to combat sea-level rise and flooding* (flooding was extensive during this recent storm) and (2) *cost to get fulltime access to the marina regardless of trains blocking both overcrossings*. It seems very likely that the added marina size and attractions (and possibly a ferry) will require this access.

Several complete blockages occurred in the last twelve months. (One of our members was in 4 of them---one was almost an hour and another was about 1.5 hours.)

One old cost estimate for an overpass was in the multi-million-dollar range.

We brought both these issues to the attention of the City as they were not included in the presentation.

2 INCOME/EXPENSE ESTIMATES INCOMPLETE.

Income/expense estimates provided did *not show expenses or net income*---so no idea how much income the completed project could possibly generate (if any) for the City was presented.

That net income hopefully would be high but may be very small. It appears the Marina operates at a loss now.

We asked that more information be provided on operating income/expenses.

3 MAJOR FISCAL ISSUES. Big capitol expenditures needed and other major costs will have to be dealt with. \$7-9M for replacing the worst breakwater (east one). \$14-17M for new docks. Also \$4M loan from State and 20% of gross income to State. \$3 million deficit in enterprise fund---what is average annual income/deficit?

4 LAND BEYOND MARINA IS IN THIS PLAN. We are not sure why *this plan covers so much more land than the marina grant of about 65 acres* (see map below---the Marina portion is only about most of the upper half). We are trying to get an explanation. It makes analysis of the Marina Plan confusing.

Will funds be required to acquire the new lands this map shows that do not now belong to the City now?

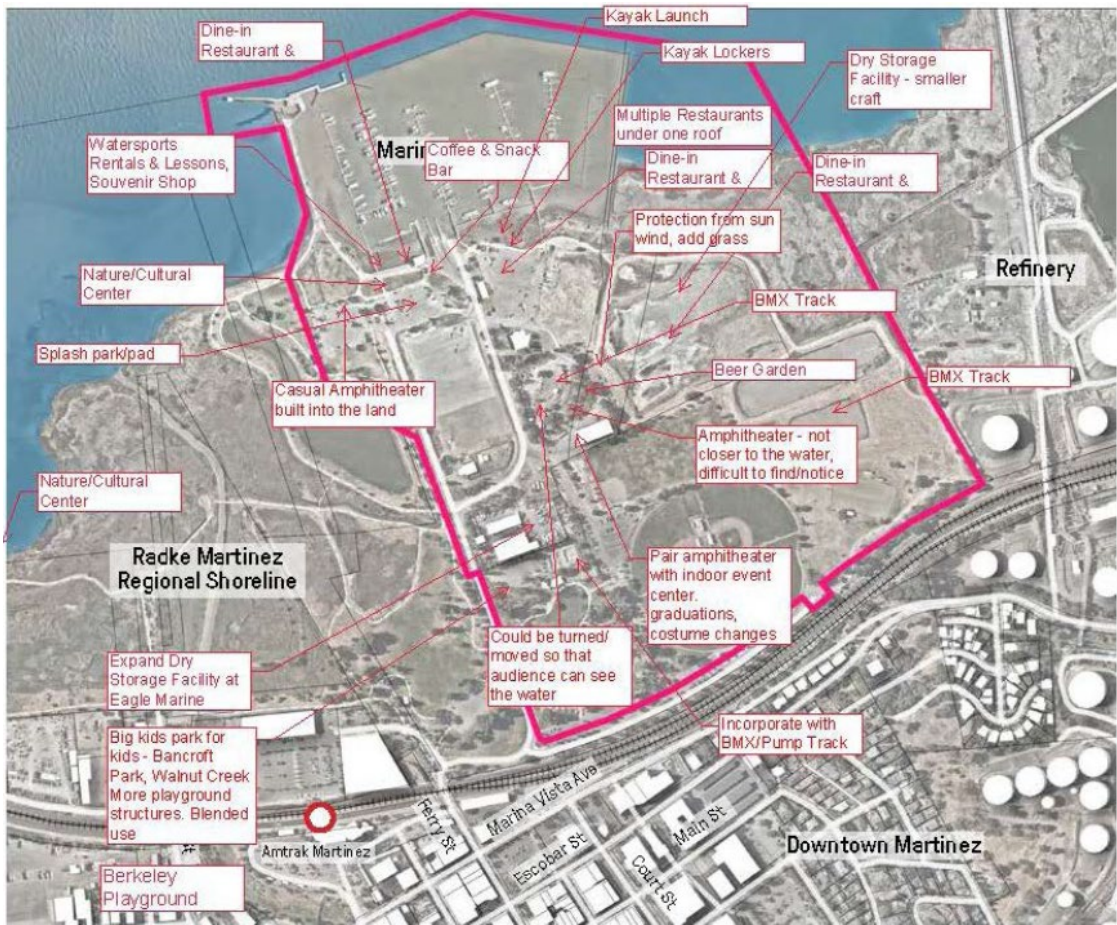
Also, a SECTION OF THE MARINA GRANT IS APPARENTLY MISSING. See the maps Dylan Radke and I gave the City (copy attached---see pgs 14-15) in November and also the map of the marina In Measure I. A LONG NARROW STRIP LABELLED 2C runs along Embarcadero by the RR tracks. This is not usable for marina purposes but may serve some purpose in negotiating with the RR on sea-level rise. And the State may want to see this land in our submission. Pg. 14 will also give you the exact area of the marina portion.



<!--[if !vml]--><!--[endif]-->

5 EXTENSIVE LIST OF AMENITIES/FACILITIES. An extensive list of amenities is being considered. We *strongly support several of these, but oppose the hotel and have concerns* if the level of overall development will have a major effect on the shoreline/marsh environment and recreation aspects of the marina. It also balloons the cost of the project.





The City staff is making a major effort to produce a popular and complete plan for submission to the State, and we support the effort they are making. But we believe it is critical to consider the issues we've noted above to make a realistic marina plan.

Tim Platt for Thousand Friends Marina Study Group



**MARTINEZ REGIONAL SHORELINE**  
**CITY OF MARTINEZ**  
**EAST BAY REGIONAL PARK DISTRICT**

**A REVIEW OF THE STEPS LEADING TO THE CREATION OF THE MARTINEZ REGIONAL SHORELINE,  
AND THE SUCCESSFUL 32-YEAR CITY AND PARK DISTRICT PARTNERSHIP**

## THE WATERFRONT IN TRANSITION

THE 1964 MARTINEZ GENERAL PLAN DESIGNATED THE WATERFRONT AS AN AREA FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENT.

HOWEVER, CITY AND COMMUNITY SENTIMENT CHANGED BY THE TIME OF THE REVISED 1973 CITY GENERAL PLAN THAT ZONED PUBLIC LAND AS H (HOLDING) AND PRIVATE LAND AS M-1 (LIGHT INDUSTRY).

THE CITY, AT THE URGING OF CONCERNED CITIZENS, BEGAN TO THINK OF THE WATERFRONT AS AN AREA FOR OPENSOURCE AND RECREATIONAL USES.

# THE MARTINEZ WATERFRONT- 1976





THE MARINA



THE FERRY STREET ENTRY



THE WEST MARSH AREA

## EARLY STEPS LEADING TO A WATERFRONT PARK

AT THE CITIES URGING, EBRPD INCLUDED THE MARTINEZ WATERFRONT AS A POTENTIAL REGIONAL SHORELINE IN THE PARK DISTRICT'S 1973 MASTER PLAN.

IN EARLY 1974 THE CITY AND THE DISTRICT CREATED THE MARTINEZ WATERFRONT PLANNING AGENCY (A JOINT POWERS AGENCY) TO PLAN THE NEW REGIONAL PARK.





THE JPA HIRED ARBEGAST AND NEWTON TO PREPARE A REGIONAL PARK PLAN, AND THE CITY HIRED A&N TO PREPARE A MARINA MASTER PLAN

THE PHASE 1 WATERFRONT RESOURCE ANALYSIS WAS COMPLETED IN LATE 1974.

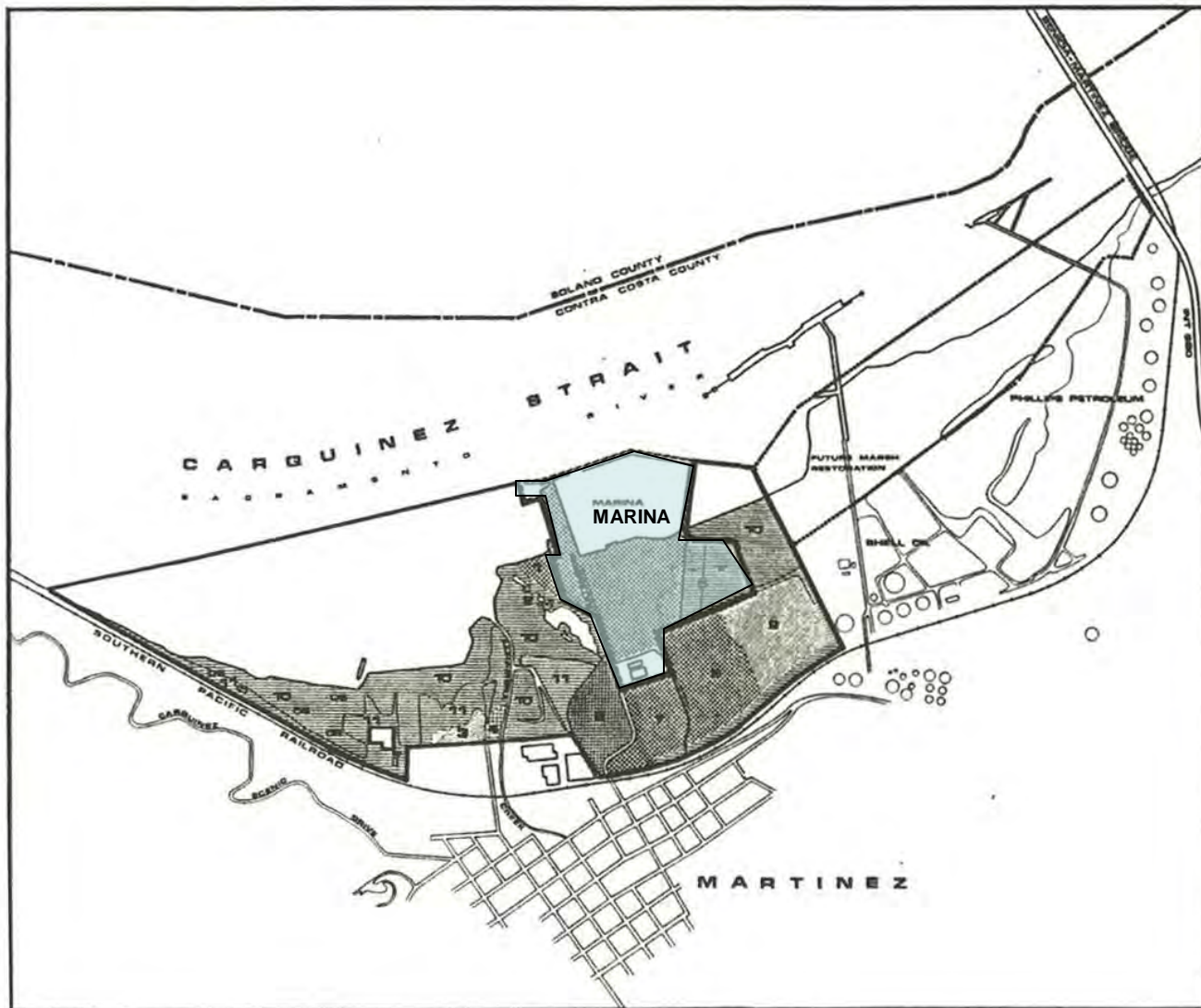
THE PHASE 2 PARK LAND USE PLAN WAS COMPLETED IN APRIL OF 1976

THE ENVIRONMENTAL IMPACT REPORT FOR PARK AREAS OF THE WATERFRONT WAS ADOPTED BY THE PARK DISTRICT IN OCTOBER OF 1976.

THE MASTER PLAN FOR THE MARINA WAS ADOPTED BY THE CITY IN APRIL OF 1976, AND UPDATED IN 1977.

# MARTINEZ WATERFRONT

## PHASE 2 LAND USE PLAN **A**



### GENERAL USES

- 1 SAND AREA/ BEACH SETTING: SAND MOUNDS W/ PLANTING SIMULATED BEACH ACCESS TO WATER FRONT. PLAY AREA
- 2 OPEN WATER: PONDS AND POTHOLES. NATURE STUDY. WILDLIFE HABITAT. VIEWS
- 3 NATURE STUDY STAGING AREA: INFORMATION KIOSK. SHELTER. OPEN AREA. POND. MOUNDS. PLANTING
- 4 GRANGER'S PARK AREA: SCULPTURE. POND. BOAT. MARITIME DISPLAY
- 5 DREDGE SPOILS AREA: W - FUTURE MARINA RELATED FACILITIES W' - FUTURE PARK
- 6 ENTRANCE AREA: PLAY AREA. SHELTER. POND. OPEN PLAY. MOUNDS. PLANTING. PARK ENTRY TREES
- 7 ACTIVITY AREA: OPEN PLAY. SHELTERS. PLAY AREA. POND. HORSESHOES. SOCCERBALL. SHUFFLEBOARD. TENNIS. BASKETBALL. VOLLEYBALL. MOUNDS. PLANTING
- 8 SPORTS / FIELD GAMES: BASEBALL. FOOTBALL. SOCCER. POND. MOUNDS. PLANTING
- 9 MIX FIELD GAMES. OPEN PLAY. FUTURE EXPANSION
- 10 WETLANDS: PRESERVED FOR NATURE EDUCATION AND OBSERVATION. WILDLIFE HABITAT. VIEWS. ACCESS TO WATER. EXTREME WESTERN PORTION / DESIGNATED OBI: IS OPEN SPACE WITH NO CONCENTRATED USE ASSIGNED
- 11 NATURAL LANDS

### USE CLASS: INTENSITY

- OF USE AND/OR DEVELOPMENT
- |  |            |  |             |
|--|------------|--|-------------|
|  | HIGH       |  | LOW         |
|  | MEDIUM     |  | PARK AREA   |
|  | MEDIUM LOW |  | MARINA AREA |

PREPARED FOR  
**MARTINEZ WATERFRONT  
PLANNING AGENCY**

PREPARED BY  
**ARBEGAST AND NEWTON  
LANDSCAPE ARCHITECTS  
BERKELEY CALIFORNIA**

REVISED AND  
APPROVED APRIL 20, 1978

**JULY 1975**

HUNDRED FEET

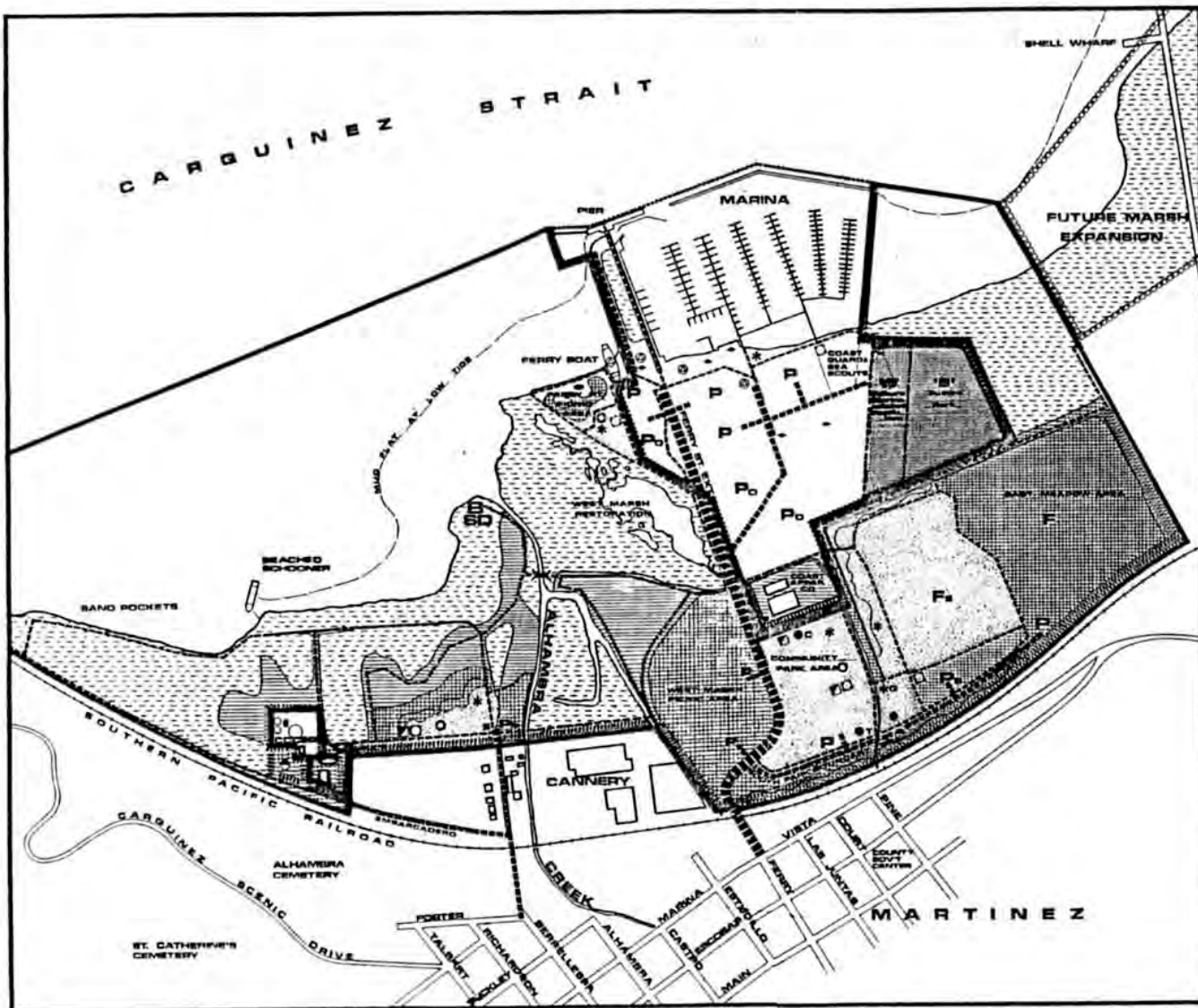
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# MARTINEZ WATERFRONT

LAND USE PLAN B

# PHASE 2 LAND USE PLAN **B**



- |                              |                                |
|------------------------------|--------------------------------|
| PARK AREA                    | FAMILY PICNIC                  |
| MARINA AREA                  | GROUP PICNIC                   |
| MAJOR ACCESS ROUTE           | COURT GAMES: BASKET/VOLLEYBALL |
| SECONDARY ACCESS ROUTE       | COURT GAMES: HORSESHOES        |
| PEDESTRIAN AND BICYCLE ROUTE | COURT GAMES: TENNIS            |
| BOARDWALK AREA               | FIELD GAMES: BASEBALL, SOCCER  |
| CAR PARKING                  | FIELD GAMES: MISC. OPEN PLAY   |
| CAR AND BUS PARKING          | MAINTENANCE AREA               |
| OVERFLOW PARKING             | MARINA SUPPORT FACILITY        |
| PLAY AREA: ORGANIZED         | COMMERCIAL                     |
| PLAY AREA: INFORMAL          | MOUNDING                       |
| SAND AREA                    | PLANT SCREEN                   |
| RESTROOM BLDG.               | WETLAND (MARSH)                |
| OBSERVATION SHELTER AREA     | MAINTAINED LAWN                |
| OBSERVATION DECK AREA        | ROUGH TURF OR GROUNDCOVER      |
| SHELTER                      | NATURAL                        |
| INFORMATION KIOSK            | RESERVED FOR DREDGE SPILLS     |

PREPARED FOR  
**MARTINEZ WATERFRONT  
PLANNING AGENCY**

PREPARED BY  
**ARBEGAST AND NEWTON  
LANDSCAPE ARCHITECTS  
BERKELEY CALIFORNIA**

REVISED AND  
APPROVED  
APRIL 20, 1978  
**JULY 1975**

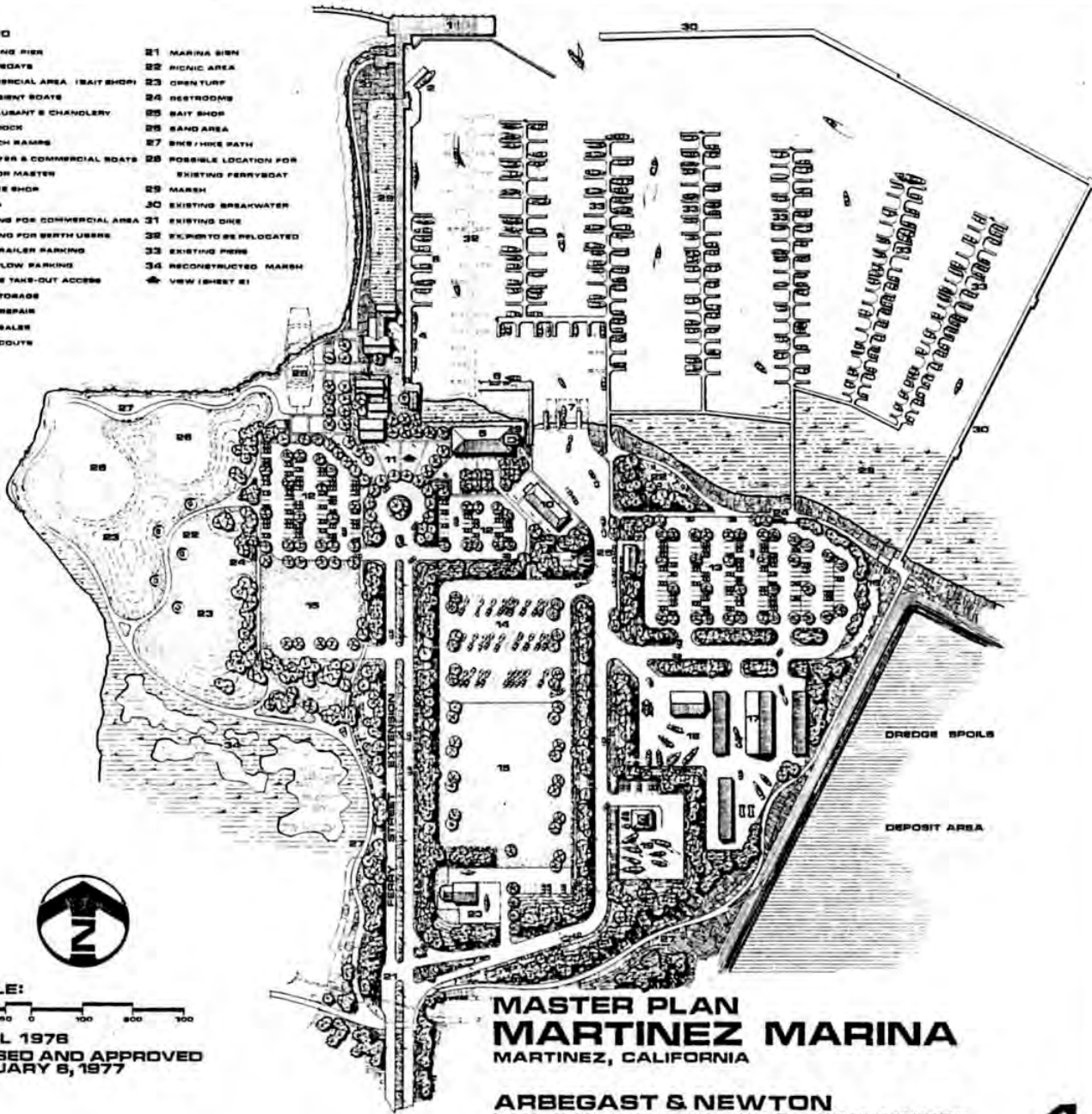
HUNDRED FEET

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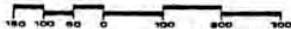
**LEGEND**

- |                                |   |
|--------------------------------|---|
| 1 EXISTING RIPE                | 21 MARINA BIRN                              |
| 2 TOUR BOATS                   | 22 PICNIC AREA                              |
| 3 COMMERCIAL AREA (BAIT SHOP)  | 23 OPEN TURF                                |
| 4 TRANSIENT BOATS              | 24 RESTROOMS                                |
| 5 RESTAURANT & CHANDLERY       | 25 BAIT SHOP                                |
| 6 FUEL DOCK                    | 26 SAND AREA                                |
| 7 LAUNCH RAMPS                 | 27 BIKES / HIKER PATH                       |
| 8 CHARTER & COMMERCIAL BOATS   | 28 POSSIBLE LOCATION FOR EXISTING FERRYBOAT |
| 9 HARBOR MASTER                | 29 MARSH                                    |
| 10 COFFEE SHOP                 | 30 EXISTING BREAKWATER                      |
| 11 PLAZA                       | 31 EXISTING DIKE                            |
| 12 PARKING FOR COMMERCIAL AREA | 32 EXISTING TO BE RELOCATED                 |
| 13 PARKING FOR BERTH USERS     | 33 EXISTING PIER                            |
| 14 CAR-TRAILER PARKING         | 34 RECONSTRUCTED MARSH                      |
| 15 OVERFLOW PARKING            | VIEW (SHEET 2)                              |
| 16 FUTURE TAKE-OUT ACCESS      |   |
| 17 DRY STORAGE                 |   |
| 18 BOAT REPAIR                 |   |
| 19 BOAT SALES                  |   |
| 20 SEA SCOUTS                  |   |



DREDGE SPOLS  
DEPOSIT AREA

**SCALE:**



APRIL 1978  
REVISED AND APPROVED  
JANUARY 8, 1977

**MASTER PLAN  
MARTINEZ MARINA**  
MARTINEZ, CALIFORNIA

**ARBEGAST & NEWTON**  
LANDSCAPE ARCHITECTS & SITE PLANNERS  
1647 HOPKINS STREET BERKELEY, CALIFORNIA

## THE 1976 NEJEDLY BILL RESOLVED LAND OWNERSHIP AND LAND USE ISSUES

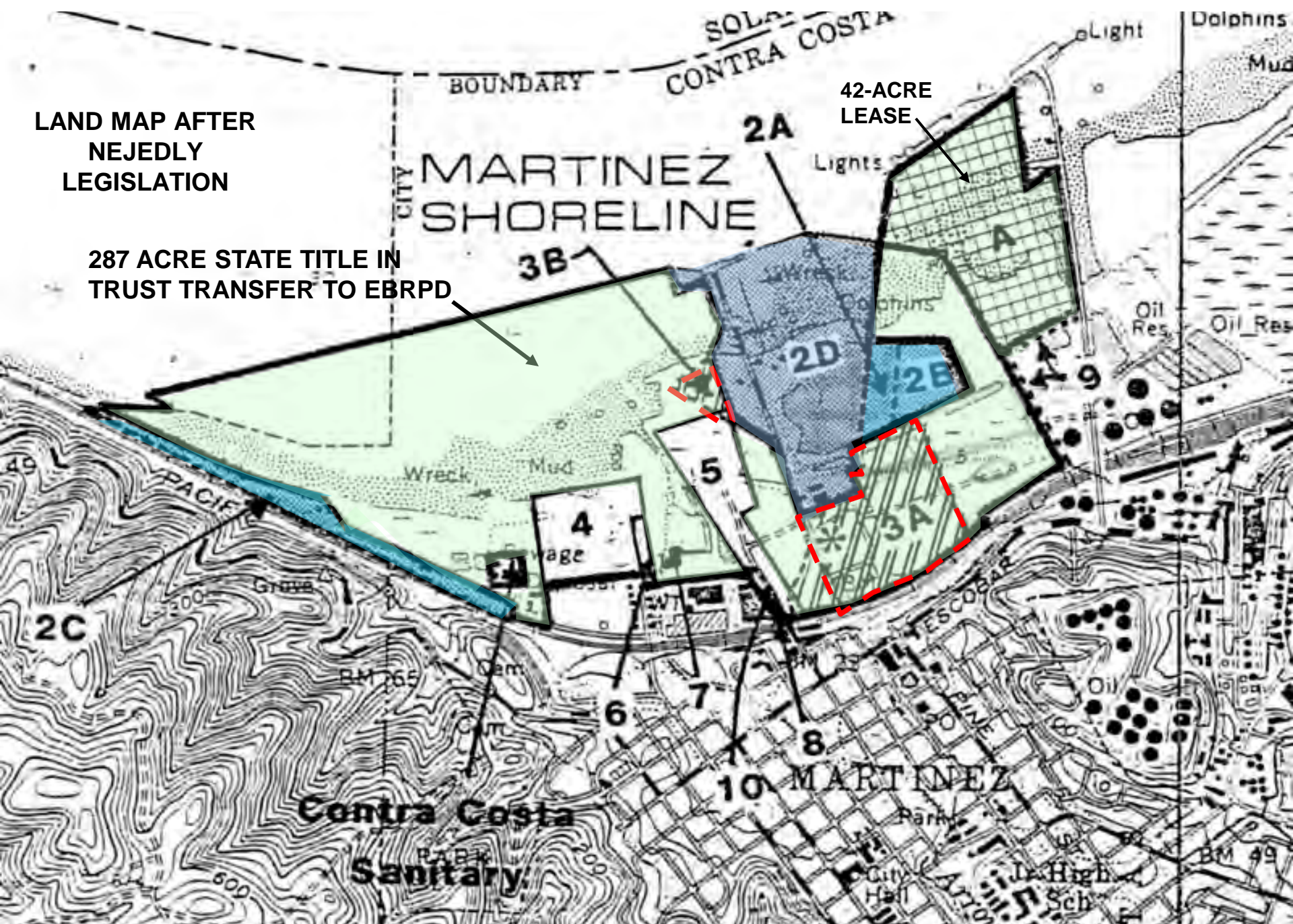
THE STATE GRANTED TITLE IN TRUST TO 287 ACRES OF LAND AND WATER TO THE PARK DISTRICT, AND ANTICIPATED THE PURCHASE OF 5 PRIVATE PARCELS AND THEIR UNDERLYING PUBLIC TRUST TO CREATE THE NEWLY PLANNED REGIONAL PARK.

PRIOR TO THE NEJEDLY BILL, ONLY CITY LEASES FOR COMMERCE, NAVIGATION, FISHERIES, AND OTHER TRUST PURPOSES WERE ALLOWED ON STATE LANDS LEASED TO THE CITY. FUNDS GENERATED WERE TO BE USED TO PAY BACK THE STATE LOAN USED FOR MARINA DEVELOPMENT.

LAND MAP AFTER  
NEJEDLY  
LEGISLATION

287 ACRE STATE TITLE IN  
TRUST TRANSFER TO EBRPD

42-ACRE  
LEASE



## FOLLOWING THE NEJEDLY LEGISLATION

### Ownership detail for Martinez Shoreline Map

- A. 42.33-acre lease between State Lands Commission and EBRPD
- 2A. Title granted to City by the State for spoils basin and Marina uses
- 2B. Title granted to City by the State for spoils basin and Marina uses
- 2C. Title granted to City by the State for railroad right-of-way
- 2D. 58.66-acre lease between State Lands Commission and City for a Marina- 1964
- 3A. 32.14-acre lease between EBRPD and City for a Community Park
- 3B. 3.45-acre lease between EBRPD and City for the Ferry Point Picnic Area
- 4. 8.28-acre purchase by EBRPD from Bisio, Bartholomew- 1976
- 5. 4.0-acre purchase by EBRPD from United Towing Company- 1976
- 6. 1.19-acre purchase by EBRPD from Sparacino, Costanza- 1977
- 7. 0.09-acre purchase by EBRPD from Costanza, Rocco- 1977
- 8. 0.33-acre purchase by EBRPD from Doyle D. Hester
- 9. 0.529-acre easement from Shell Oil Company for specific types of park access
- 10. Agreement between EBRPD and Alhambra Industrial Park for “cannery” access

**287-acre land transfer from the State to EBRPD subject to a quit claim of the Cities rights for lands leased from the State**

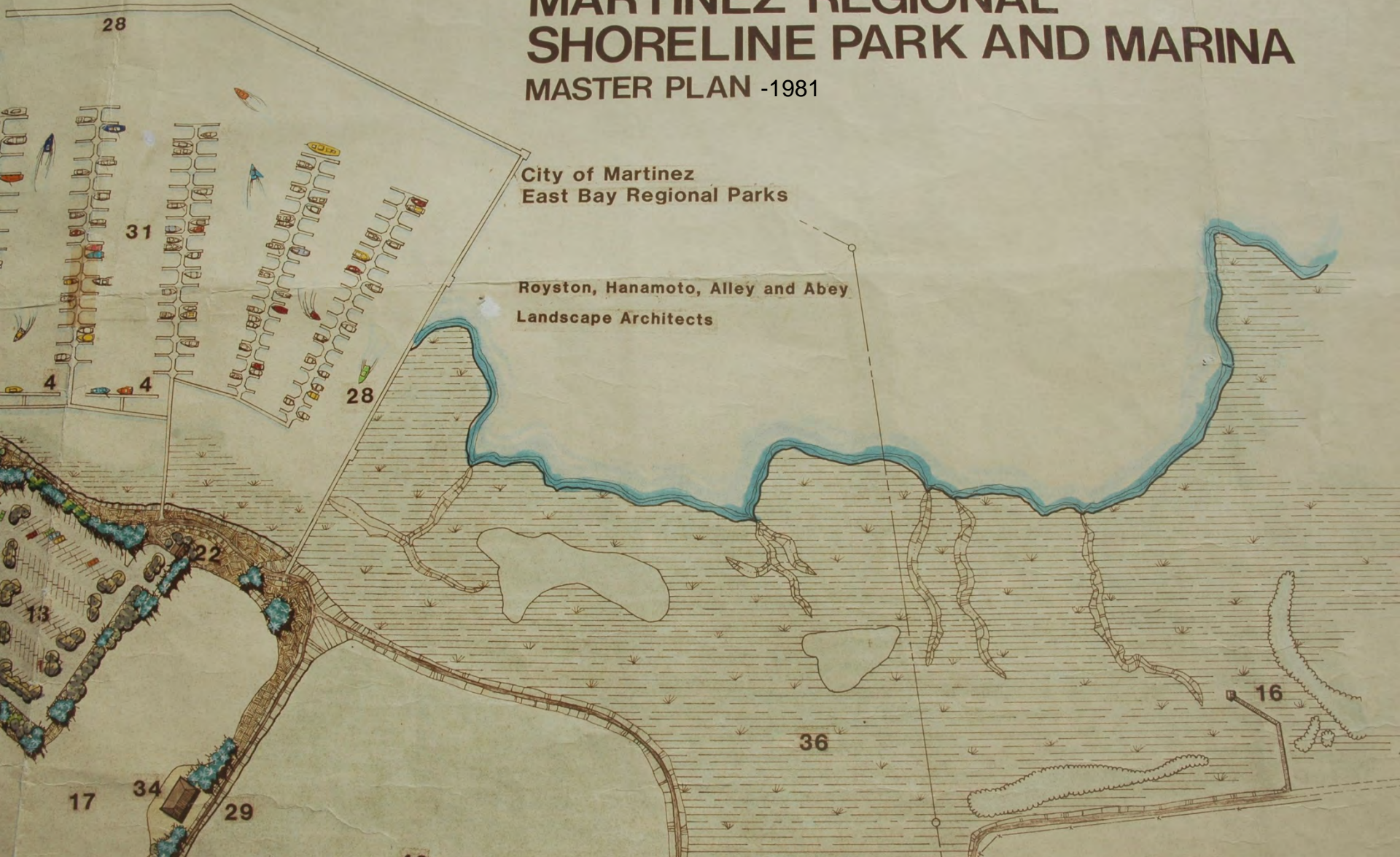


IN 1977, AGREEMENTS WERE ADOPTED BY THE CITY AND DISTRICT TO GUIDE DEVELOPMENT AND OPERATION OF THE MARTINEZ REGIONAL SHORELINE

A MASTER AGREEMENT DEFINED THE ONGOING RELATIONSHIP BETWEEN THE PARK DISTRICT AND THE CITY. THE PARTIES FUNDED AND IMPLEMENTED A JOINT DEVELOPMENT PROGRAM FOR BOTH REGIONAL AND CITY PARK AREAS

A 66-YEAR PARK LEASE (PROVIDED FOR IN THE NEJEDLY LEGISLATION) WAS ADOPTED FOR CITY LANDS LEASED FROM THE PARK DISTRICT FOR MARTINEZ WATERFRONT PARK AND FERRY POINT PICNIC AREA

# MARTINEZ REGIONAL SHORELINE PARK AND MARINA MASTER PLAN -1981



THIS "MASTER PLAN" IS A COLORED DRAWING OF THE 1976 REGIONAL SHORELINE AND 1977 MARINA MASTERPLANS

# MARTINEZ REGIONAL SHORELINE PARK AND MARINA MASTER PLAN

City of Martinez  
East Bay Regional Parks

Royston, Hanamoto, Alley and Abey  
Landscape Architects



THE MARINA



DEVELOPED REGIONAL AND CITY PARK AREAS



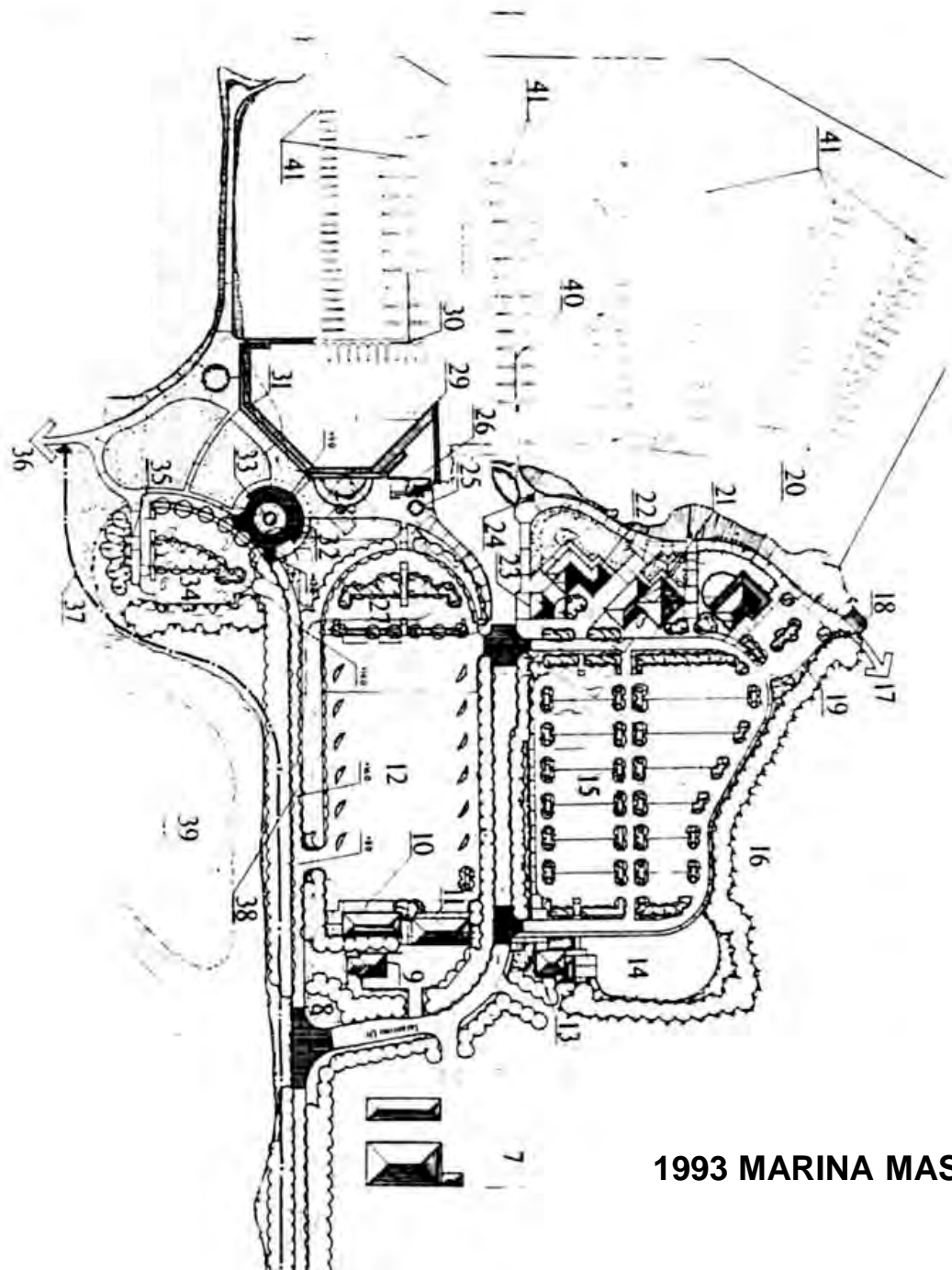
- 1 EXISTING PIER
- 2 TOUR BOATS
- 3 COMMERCIAL AREA
- 4 TRANSIENT BOATS
- 5 RESTAURANT & CHANDLERY
- 6 FUEL DOCKS
- 7 LAUNCH RAMP AND BOAT HAUL-OUT AREA
- 8 CHARTER & COMMERCIAL BOATS
- 9 HARBOR MASTER
- 10 RESTAURANT
- 11 PLAZA
- 12 PARKING FOR COMMERCIAL AREA
- 13 PARKING FOR BERTH USERS
- 14 CAR-TRAILER PARKING
- 15 OVERFLOW PARKING
- 16 OBSERVATION DECK
- 17 MARINE RELATED DEVELOPMENT
- 18 SEA SCOUTS
- 19 MARINA SIGN
- 20 PICNIC AREA
- 21 OPEN TURF
- 22 RESTROOMS
- 23 BAIT SHOP
- 24 SAND AREA
- 25 BIKE/HIKE TRAIL
- 26 POSSIBLE LOCATION FOR EXISTING FERRYBOAT
- 27 BOAT REPAIR/DRY STORAGE/BOAT SALES

- 28 EXISTING BREAKWATER
- 29 EXISTING DIKE
- 30 RELOCATED PIER
- 31 EXISTING BOAT BASIN
- 32 RECONSTRUCTED MARSH
- 33 LAGOON
- 34 YACHT CLUB
- 35 REMOVED DIKES
- 36 EXISTING MARSH
- 37 RODEO AREA
- 38 BALL FIELDS
- 39 PARKING
- 40 GROUP PICNIC AREA
- 41 CHILDREN'S PLAY AREA
- 42 BOCCE BALL COURTS
- 43 PAR COURSE AREA
- 44 BOAT RAMP

- 45 MOTOCROSS
- 46 SPOILS BASIN
- 47 WATER QUALITY MONITERING STATION
- 48 BOAT TRAILER STORAGE AREA
- 49 MUSEUM SITE
- 50 ENTRY BOARDWALK w/ROCKS
- 51 TRAIN VIEWING AREA w/SHELTER
- 52 PEDESTRIAN BRIDGE

- 53 SOCCER FIELD
- 54 CONCESSION STAND AND

## LIST OF FACILITIES AND LAND USES



1993 MARINA MASTER PLAN- HYDEN



1977 MARINA COMMERCIAL AREA



THE MARTINEZ WATERFRONT TODAY





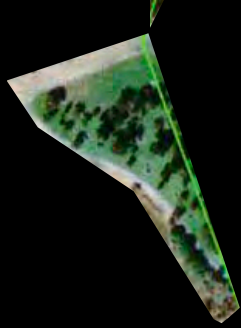


THE MARTINEZ MARINA OPERATED BY THE CITY





THE MARTINEZ REGIONAL SHORELINE TODAY



CITY OPERATED MARTINEZ WATERFRONT PARK AND FERRY POINT PICNIC AREA





PARK DISTRICT OPERATED AREAS







THE WEST MARSH AND ALHAMBRA CREEK JOINT PROJECT

















**MARTINEZ REGIONAL SHORELINE**  
**CITY OF MARTINEZ**  
**EAST BAY REGIONAL PARK DISTRICT**

