



CITY OF MONTEREY

GENERAL PLAN

JANUARY 2005

Table of Contents

Introduction	4
Urban Design Element	7
Land Use Element	15
Circulation Element	26
Housing Element	53
Conservation Element	66
Open Space Element	73
Safety Element	78
Noise Element	89
Economic Element.....	98
Social Element	103
Historic Preservation Element	109
Public Facilities Element	113
Glossary	123

List of Maps

1.	Showing Planning Area	6
2.	Showing Special Places.....	9
3.	Showing Land Use	18
4.	Showing Mixed Use Villages.....	23
5.	Showing Street Classifications.....	50
6.	Showing Visitor Routes	51
7.	Showing Truck Routes	52
8.	Showing Special Status Species Occurrences	71
9.	Showing Habitat Management Areas	72
10.	Showing Parks, Recreation and Open Spaces	75
11.	Showing Seismic Hazards	81
12.	Showing Steep Slopes	83
13.	Showing Flood Zones	84
14.	Showing Fire Hazards	86
15.	Showing Evacuation Routes	88
16.	Showing Noise Contours	91
17.	Showing Airport Noise Contours	97

List of Tables

1.	Citywide Anticipated Development Potential.....	21
2.	City of Monterey Plans	25
3.	Functional Street Classifications	34
4.	Truck Routes	37
5.	Visitor Routes	38
6.	Roadway Level of Service (LOS) Standard	49
7.	Noise Exposure Standards	95
8.	Land Use and Noise Compatibility Standards	96

What is a General Plan?

State Requirements

California State law requires that each city adopt a comprehensive, long-term general plan for the physical development of the area under its jurisdiction. This general plan must include seven elements that together compose an integrated set of goals, policies, and action programs. These seven required elements are land use, circulation, housing, conservation, open space, safety, and noise. In addition, a city may adopt optional elements that relate to the physical development of the community.

The City of Monterey General Plan contains the following elements:

Urban Design
Land Use
Circulation
Housing
Conservation
Open Space
Safety
Noise
Economic
Social
Historic Preservation
Public Facilities

Regardless of whether a city is revising its entire general plan or amending only part, it must follow certain requirements:

- a. Every new element or addition to the general plan must be consistent with the other adopted elements.**
- b. A general plan must cover all territory within its jurisdiction and any lands outside that relate to its planning effort.** The City's planning area is defined in more detail in the following sections.
- c. A general plan must be long term.** It must project future conditions and needs and the impacts of city policies in the General Plan. Both intermediate (five to ten years) and long-range (10 to 20 years) projections are used in this plan. These projections should be updated as often as necessary to keep them current.
- d. A general plan must include extensive citizen participation.** The City of Monterey's General Plan was drafted with the assistance of a citizen's advisory group representing a wide cross section of various community groups interested in the future development of the city.
- e. A general plan must be prepared and implemented in close cooperation with other public agencies.** The City has been fortunate in that most Monterey Peninsula cities and the County have been revising all or major parts of their general plans during the past

two years. This has facilitated the interchange of ideas and projections on the future growth of the region.

- f. **A general plan must meet the requirements of the California Environmental Quality Act (CEQA).** An Environmental Impact Report (EIR) on this plan was prepared by a private consulting firm.

An Effective General Plan

In addition to the state requirements, a general plan should measure up to the following practical criteria to be a worthwhile, usable, and effective planning document. It should:

- a. **Be a living document.** The policies and programs in this general plan should be updated on an annual basis to ensure it reflects current City attitudes.
- b. **Address all issues the City feels is important.** In addition to the seven state-required elements or subject areas, this general plan includes elements such as urban design, historic preservation, public facilities, social services, and economics.
- c. **Be the main source of overall City goals and policies on the future development of the community.** This general plan is intended to be the primary document to which the City Council, City commissions, residents, and developers turn for determining prevailing values and attitudes on the future development of the community.
- d. **Be realistic, up to date, and include truthful statements about what is and is not tolerated in the community.**
- e. **Be available, readable, and understandable.** The plan should be clear and concise, free of jargon and abstract terminology.

The Planning Area

As indicated above in the State Requirements section, a city's general plan should cover any areas outside its boundaries that, in the city's judgement, bear relation to its planning. Since issues do not respect political boundaries, the law provides for planning outside these boundaries. In this way, the city can consider the plans of neighboring cities and the county for land adjacent to Monterey's city limits.

There are four types of areas that a city should consider in planning for future development. All four of these areas are considered within Monterey's planning area for this general plan. These four areas are:

1. Area within the current city limits;
2. Unincorporated territory that may ultimately be annexed (called sphere of influence);
3. Unincorporated territory that is not planned for future annexation but bears some relation to the city's planning; and
4. Incorporated territory of other cities that bears some relation to Monterey's planning.

Figure 1, Showing Planning Area

Urban Design Element

INTRODUCTION

The renowned scenic environment of Monterey and the Peninsula stems from its two dominant features: the coastline and the central ridge of wooded hills. The preservation of these two features is essential to maintain the scenic character of the Peninsula.

The wooded ridgeline runs through the heart of the Peninsula, separating Monterey from Del Monte Forest, Carmel, and Carmel Valley. This ridgeline terminates in a hill covered with pines at the top of the Presidio. Numerous fingers of open space extend outward from this ridge to the sea, helping to define the Peninsula communities.

The City of Monterey is bounded on the south by this pine-covered ridgeline and to the north by the crescent-shaped southerly end of Monterey Bay. The series of wooded canyons, which radiate from the ridge to the bay, are separated by a series of mesas. Each mesa is isolated from the others, allowing the natural separation of various types of land uses. The Monterey Peninsula Airport is located on the most easterly mesa. On the next mesa to the west are the Josselyn Canyon and Fisherman's Flats, Deer Flats Park, and Aguajito Oaks residential subdivisions. Next is the Del Monte Golf Course. Isolated by canyon and wooded areas to the west is the higher-density Navy housing development called La Mesa Village. Monterey Peninsula College is next on its own mesa. Alta Mesa is an adjacent residential area bordered by two wooded greenbelts. The same pattern runs through Monterey Vista and Monte Regio to the Presidio, although this part of the city has been developed more homogeneously into single family homes.

Many of the canyons act as the circulation links serving the mesas. Highway 68, Josselyn Canyon Road, Aguajito Road, Iris Canyon Drive, and Pacific Street all run through canyons, which connect with Fremont Street. Two of these canyons are already city parks. The beauty of Highway 68 (Monterey-Salinas Highway) stems from its location in a wooded canyon. These roads thus serve the mesas as wooded, park-like drives, and provide visually pleasing and environmentally sensitive open space within the City.

Monterey growth has responded to these physical features: Downtown commercial on the flatter old marsh area, lighter commercial and medium-density residential on the sloping mesas, neighborhoods separated by the wooded canyons, and low-density residential in the steep wooded foothills.

The goals and resultant policies included in this overview were developed to guide future urban design decisions. They focus on preserving and enhancing Monterey's aesthetic environment, and were developed around two central concepts: Monterey's special physical setting and its image as a town.

Monterey's image is that of a small-scale residential community beside the bay, framed by a forested hill backdrop and drawing its charm from a rich historical background, certain commercial enterprises, and natural scenic beauty.

More than 20 percent of the land in Monterey is owned by other governmental agencies, which are not subject to local laws. Land use decisions for areas outside the City limits are made by the County. Coordination and collaboration with these other government agencies is essential to assure that urban design goals are met.

Goals and Policies

a. Shoreline and Bay

The water's edge is a particularly important natural feature because of the broad range of activities it supports. In order to maximize public use and enjoyment, City policy is to improve vistas and access; clean up beaches, protect remaining sand dunes, and protect the natural rocky shoreline character; protect the harbor from future landfill of any kind; screen or otherwise soften the intrusion of automobiles.

Goal a. Balance natural resources and public use of the shoreline and Bay, based on natural features, historic setting, maritime activities, and public access (see Figure 1).

Beach and Dunes

Policy a.1. Conserve and enhance the environment of the beaches and sand dunes as natural attractions, and improve public access consistent with dune preservation goals. Integrate the beaches and dunes into a continuous natural setting.

Window on the Bay and Beach

Policy a.2. Develop for active park and beach use, but minimize parking and building intrusion into the park.

Marina, Shoreline Park, Wharves, and Breakwater

Policy a.3. Retain active waterfront activities, including commercial and sport fishing, working wharves, boat access, and boat repair, which show Monterey's historic interface with the Bay. Maintain a natural appearance and maritime use of the water's edge.

Inner and Outer Harbor

Policy a.4. Keep random mooring concept intact in the outer harbor because of its special scenic value.

Policy a.5. Do not overcrowd the harbor with boat slips and moorings. A limited number of boat slips and moorings are appropriate where they help maintain the visual qualities of the maritime setting.

San Carlos Beach Park

Policy a.6. Maintain views, active park use, and the rocky shoreline at San Carlos Beach Park.

Cannery Row

Policy a.7. Protect the rugged coastline and open up the view to the water and rocky shore as much as possible while also respecting historic resources and building footprints over the water, as noted in the Cannery Row Local Coastal Program.

Policy a.8. Preserve and maintain the natural environment of the Ed Ricketts underwater park and tidelands.

Policy a.9. Enhance the visual qualities of the Monterey Bay Coastal Trail. Preserve and enhance views from the Trail to natural features as much as possible and encourage access from the trail to the Bay.

Figure 2, Showing Special Places

b. Wooded Skyline and Foothills

The pine- and oak-covered ridge and foothills are perceived as part of Monterey. Although portions are beyond the city limits, these important visual elements are within the City's area of concern. The continuity of Monterey's forested backdrop should remain intact.

Goal b. Preserve the wooded skyline and foothills, which provide the southern and eastern framework for the City, including areas within and beyond the City limits.

Policy b.1. The visual skyline and foothills beyond the city limits should be under the City's control. One method of achieving this would be annexation. The City should engage in active collaboration with other governmental agencies and advocate for preservation of the forested areas.

Policy b.2. New development in the ridge areas should be sensitively located to preserve the forested setting. Development in the ridge areas should not silhouette against the skyline.

Policy b.3. Trees in forested areas should be preserved, and denuded areas should be reforested where feasible.

Policy b.4. Foothill areas can be preserved by allowing low-density development, or clustered development with open space.

Policy b.5. Development in forested areas should not create obvious holes in the forest.

Policy b.6. Trails in forested areas are encouraged to allow for passive public enjoyment of the natural setting.

c. Wooded Canyons

Most of Monterey's neighborhoods sit on various gently sloping mesas, and are defined by and insulated from other neighborhoods by wooded canyons. These canyons are wonderful natural barriers, which limit neighborhood size and have allowed neighborhoods to grow with unique characteristics and architectural styles. In many cases the canyons also are the location of scenic roads. The interconnecting system of canyons is vital to natural drainage and wildlife habitat.

Goal c. Respect and retain the wooded canyons as distinctive natural features, as the natural separation of neighborhoods, as locations for scenic roadways, and as recreational opportunities.

Policy c.1. Maintain the canyons and their native vegetation throughout their lengths.

d. Lakes and Waterways

Lake El Estero, Washerwoman's Pond, Del Monte Lake at the Naval Postgraduate School, and Laguna Grande to the east of Monterey are significant visual resources and recreation opportunities. The waterways feeding these lakes are part of the system of wooded canyons, which help define the community.

Goal d. Maintain lakes and waterways, and natural drainage.

Policy d.1. Discourage proliferation of surface parking and other hard surface, man-made improvements at Lake El Estero.

Policy d.2. Coordinate with the Naval Postgraduate School to allow use of Del Monte Lake as an historic public view and recreation resource.

Policy d.3. Coordinate with the City of Seaside to assure that Roberts Lake and Laguna Grande remain as marsh habitat and scenic resources for both Seaside and Monterey.

e. Historic Buildings

The number and concentration of adobes in Monterey, the broad range of other historic buildings with state, national, and international historic significance, and the wealth of locally significant historic buildings makes the City of Monterey special and historically very significant.

Goal e. Historic buildings, gardens, districts, and their settings should continue to be protected and restored, keeping the flavor of the past. (See also the Historic Preservation Element.)

Policy e.1. Protect and enhance the setting of historic buildings.

Policy e.2. Respect the scale of historic buildings by careful design of adjacent buildings.

Policy e.3. Maintain the downtown path of history and develop additional paths of history in areas like Cannery Row, Presidio of Monterey and other historic areas.

f. Vistas

Vistas which focus on Monterey's most scenic amenities should be added wherever possible, and improved where existing.

Goal f. Maintain existing vistas and seek to improve new vista points seen from roadways, parks, and other public spaces. Collaborate with other agencies to protect city vistas and scenic amenities.

Policy f.1. Campuses: Maintain large campuses as open space amenities within Monterey (e.g., Monterey Peninsula College, Naval Postgraduate School,

Defense Language Institute, Monterey Peninsula Unified School District, and private school and college sites). Fencing and walls on these large sites should be screened by landscape elements, rather than being placed between landscape elements and streets or vistas.

Policy f.2. Monterey Bay Park: Complete Monterey Bay Park.

Policy f.3. Wharf and Cannery Row: Maintain and enhance vistas.

Policy f.4. Del Monte Lake at Navy School: Open up and maintain the vista of Del Monte Lake from Del Monte Avenue.

Policy f.5. Freeway: Preserve and enhance the view of the bay, the dunes, Laguna Grande, Roberts Lake, and wooded hillsides.

Policy f.6. Del Monte Avenue: Screen the commercial area along Del Monte Avenue from Seaside to Washington Street.

Policy f.7. Lighthouse Curve: Preserve and enhance views of the Presidio and the Harbor.

City-Wide

Policy f.8. Remove overhead wires.

Policy f.9. : Discourage high levels of ambient light and maintain night skies where stars can be seen.

Policy f.10. Encourage parking to be placed underground or away from the street to improve the pedestrian experience.

g. Landscaping

Goal g. Landscape elements should be consistent and compatible within each area.

Policy g.1. Use landscaping for framing vistas.

Policy g.2. Favor native species.

Policy g.3. Discourage noxious invasive plants such as genista, pampas grass, ice plant, and Kukui grass where appropriate by direct action and educating the public that these are not appropriate landscape materials.

Policy g.4. Use landscaping to screen parking lots and structures, including Del Monte Center, from freeway.

Policy g.5. Protect existing cypress, Monterey pine, and coast live oak trees in urban and historic contexts, replant when removal is necessary, and retain the health of the stands.

Policy g.6. Use trees to soften existing parking structures.

Policy g.7. Use landscaping to screen parking where appropriate.

Policy g.8. Encourage planting of trees on public and private land throughout the City of Monterey.

h. Scenic Entrances and Corridors

All major roads leading to Monterey are scenic corridors. The setting of each varies, and their sum imparts a strong and lasting impression of natural beauty. These scenic gateways, which everyone experiences upon both arriving and leaving town, should be protected and enhanced. The missing links should be filled in, the scenic edges should be extended to natural boundaries where possible, and unnecessary man-made visual barriers should be removed. Elements which

detract from the natural setting (such as utility lines and large signs) should be eliminated or screened.

A major consideration in the design and review of development proposals within scenic corridors is their impact on views from the scenic roadways.

Past City of Monterey and county general plans have recommended that a system of “parkways” be created along these scenic wooded entrance roadways. These plans indicated that such a system would be one of the Peninsula’s major attractions. Residents and visitors alike gain their major impressions of the area from the views from our principal roads.

There is one state and one county officially adopted scenic highways in the City’s planning area. The state scenic highway is Highway One, from Monterey-Salinas Highway to the Carmel River. The county scenic highway is Monterey Salinas-Highway from Highway 1 to the Salinas River.

Goal h. Protect and enhance scenic entrances shown on Figure 2, which follow a parkway concept.

Policy h.1. Significant natural features within scenic corridors should be preserved and enhanced to the maximum extent possible in the design and construction of scenic entrances. These natural features include: ridgelines, hilltops, rock outcroppings, stream and creek beds, scenic vistas, wildlife habitats, Monterey pine and oak groves, and other significant natural vegetation.

Policy h.2. Highway construction grading should not take place outside the roadway right-of-way.

Policy h.3. Consideration should be given to using bridges for crossing

wooded canyons. Highways should be designed to blend with the natural topography and prevent large cut-and-fill operations.

Policy h.4. Roadway lighting and signing should be minimized, of low-profile design, and designed to enhance the scenic character of the corridor.

Policy h.5. Bridge abutments and drainage structures should be blended into the natural terrain as much as possible.

Policy h.6. Where feasible, direct driveway access to scenic entrances should not be permitted from individual properties. Most of the scenic corridors run through wooded canyons and create a rural feeling. This effect will be destroyed if residences are permitted to line the roadway in a manner similar to Josselyn Canyon Road.

Policy h.7. Frontage roads should not parallel scenic freeway lanes unless screened by terrain or vegetation. Frontage roads detract from the scenic qualities of an area and should be located within an adjacent development or screened by natural features where possible.

Policy h.8. Landscaped greenbelt areas should be established along the borders of scenic entrances.

Policy h.9. Landscape buffers should be provided at least 100 feet in width from the ultimate planned right-of-way of State-designated scenic highways.

Policy h.10. Developments visible from Scenic Entrances should blend into the natural surroundings and not detrimentally impact significant natural features such as the wooded ridgeline, hilltops, etc.

Highway 1

Policy h.11. Maintain existing vistas of the city, forest, bay and dunes.

Policy h.12. Prohibit new commercial signing which is oriented to freeways and phase out existing commercial signing which is oriented to freeways.

Policy h.13. Screen industrial elements.

Policy h.14. Work with CalTRANS to maintain or reinforce native landscaping, with appropriate planting.

Policy h.15. Encourage designation of all of Highway 1 as a scenic highway.

Holman Highway

Policy h.16. Reverse the visual degradation of scenic forests.

Policy h.17. Avoid further illumination from Community Hospital of the Monterey Peninsula.

Policy h.18. Screen buildings close to the Highway with native vegetation, such as Monterey pines, oaks, and cypress.

Monterey-Salinas Highway

Policy h.19. Reverse the visual degradation of scenic forests.

Policy h.20. Avoid further illumination along Ryan Ranch and Garden Road Business Park areas.

Policy h.21. Screen buildings close to the Highway with native vegetation, such as Coast Live Oak.

Policy h.22. Maintain the scenic corridor.

Munras Avenue

Policy h.23. Encourage use of native trees on the motel side of the street to be more compatible with Don Dahvee Park.

Del Monte Avenue

Policy h.24. Enhance the excellent scenic value in the central portion by the Naval Postgraduate School, and make the scenic resources more evident to the public.

Policy h.25. Enhance both ends by filling in missing portions of landscaping and eliminating clutter from signs, wires, poles, etc.

Aguajito, Jacks Peak, and Monhollan Roads

Policy h.26. Maintain a low-speed scenic road and retain the informal and natural quality.

Pacific Street

Policy h.27. Plant out the Heritage Harbor parking structure using native trees such as cypress.

Policy h.28. Maintain the natural setting of upper Pacific Street and the street tree canopy along lower Pacific Street.

Land Use Element

INTRODUCTION

This Land Use Element is a summary of the expected future land use in Monterey, consistent with the goals, policies and programs in the other elements of the General Plan.

The main part of this Land Use Element is the Land Use Plan map. This map illustrates the land use implications of all elements of the General Plan. The Land Use Plan map does not address urban design issues such as the height of buildings and general aesthetics. It also cannot address many social, economic, and public facilities issues. The policies and programs dealing with these important issues are found here in the Land Use Element and in the other elements of the General Plan.

The General Plan is a comprehensive, long-term plan for physical development of the City. The California Supreme Court has declared the General Plan to be the “constitution for all future developments.” The General Plan is a policy-level document that governs future land use, but it is not the implementing tool. The Zoning Ordinance is the primary implementation tool for General Plan land use policies. Zoning is a legal and technical concept that was created in the early part of the last century to help local government control and regulate the uses of land. A zoning district regulates the use of the land, the height and use of buildings, and other standards and regulations regarding how the land can be used.

A proposed private or public project must be found consistent with the recommendations of the general plan before it can be approved by the city. Consistency with the general plan under state law means that a proposed project must conform or agree with the goals, policies, objectives, land uses, and programs specified in the general plan.

The City of Monterey covers 8.4 square miles of land area, or 5,382 acres. Approximately 3.5 square miles of water area in Monterey Bay is also within the Monterey City limits.

a. Land Use Plan

The Land Use Plan is a representation of what the community could look like with a continuation of local and regional market forces and the comprehensive implementation of General Plan policies. The Land Use Plan is divided into five land use categories: residential; public/semipublic; parks, recreation, and open space; industrial; and commercial. The plan also indicates the location of park sites, public schools, and hospitals.

The Land Use Plan serves a number of purposes. It is a summary of all the policies and programs which can be mapped, a general guide for preparing more detailed plans for specific areas or neighborhoods of the city, and a guide for the zoning and development of individual parcels of land in the city where there are no adopted area plans.

Residential. The single largest land use category in the City of Monterey is residential. Single-family homes occupy the vast majority of residential land. Single-family (R-1) zoning is the most restrictive and will require a zone change by the City Council before the land could be put to other uses.

In 1994, the City's zoning standards were changed to encourage mixed commercial and residential use in commercial zones. Commercial areas are now a primary site for new housing, both mixed use (i.e. a mix of commercial and residential buildings and dwellings), and apartments. Many of the commercial areas have strong amenities, access to services, jobs, and transportation, and public infrastructure which make them desirable for housing as well as commercial use.

Commercial. The main commercial areas are: The downtown area, focused around three-block-long Alvarado Street; Del Monte regional shopping center; commercial development along Lighthouse Avenue, Del Monte Avenue, and North Fremont Street; visitor commercial areas in downtown, Cannery Row, Fisherman's Wharf, and along Munras Avenue; and medical offices concentrated around the Pacific -El Dorado-Cass Street area.

Industrial. Less than one percent of the city land area is devoted to industrial uses. In an attempt to broaden the city's economic base and provide an area for industrial development, a 300-acre Ryan Ranch area east of the city at the intersection of State Highways 68 and 218 was annexed in 1968 and is the primary reservoir of industrial land.

Public/Semi-Public/Military. The military and other public facilities categories cover 46% of the city's land area. This is due in large part to the streets and highways and the school facilities of: the Monterey Peninsula Unified School District, the Defense Language Institute, Monterey Peninsula College, Santa Catalina School, Monterey Institute of International Studies, Naval Postgraduate School, and other public and private schools.

Goal a. Maintain a Land Use Plan Map to guide future development and land use.

Policy a.1. Implement the Land Use Plan using the Land Use Plan Map (Figure 3) and the following land use categories:

1. Residential. The Residential category is further divided into the following three sub-categories:

- a. **Very-Low-Density Residential.** This category applies to single-family residential areas where the average density is less than two dwellings per acre. The intent of this designation is to provide for housing in areas with scenic and natural resources. Preservation of scenic and natural resources is a primary goal, and project densities may be within the range as necessary to protect these resources.
 - b. **Low Density Residential.** This category applies to single-family residential areas where the average density is between two to eight dwellings per acre.
 - c. **Medium-Density Residential.** This category applies to multiple-family residential areas where the average density is from eight to thirty dwellings per acre. Residential land uses in this category include duplexes, condominiums, and apartments.
2. **Public/Semi-Public.** This category applies to all publicly owned facilities and those private facilities operated to serve the general public except for parks and recreation facilities, which are a separate category. Included in this category are: public and private schools, military facilities, the airport, cemetery, large public parking facilities, hospitals, museums, conference center, and some publicly-owned historic buildings.
3. **Parks, Recreation, and Open Space.** This category applies to all parks and recreation facilities such as neighborhood, community and county parks; community centers; and greenbelt and other open space areas.
4. **Industrial.** This category applies to existing and future industrial areas in the city. There are four areas in this category in the Land Use Plan. In most cases, industrial areas are taking the form of business parks with a combination of office and industrial uses.
5. **Commercial.** This category applies to all types of commercial areas and allows the full range of commercial uses, including retail, office, visitor commercial and professional offices. Commercial areas are also a primary resource for new housing in mixed use or apartment developments.

Figure 3, Showing Land Use

b. Future Population Growth Alternatives

The zoning and the Land Use Plan maps allow more development than is anticipated within the 20-year General Plan period. The Circulation Element roadway capacity is based on a defined level of residential and employment growth in identified areas. Growth within the levels shown in Table 1 is consistent with the Circulation Element. A General Plan review for Circulation Element consistency will be required if growth exceeds 80% of the levels shown in Table 1. Three alternatives were evaluated for future growth – Baseline market-rate growth (status quo), the “Mixed Use Neighborhood” model, and the larger undeveloped areas South of Highway 1.

This Land Use Element supports the “Mixed Use Neighborhood” alternative, which is a mix of residences, retail shops, services and jobs in close proximity. These areas are designed to be well served by transit and bicycle routes and have a welcoming pedestrian environment. It is estimated that new development within the identified Mixed Use Neighborhoods will generate at a minimum 30% fewer automobile trips than the same amount of development elsewhere in the City. The planned Mixed Use Neighborhoods are the commercial areas of Downtown/East Downtown, Cannery Row/Lighthouse Avenue, and North Fremont Street.

Each mixed use neighborhood is unique. For each mixed use neighborhood, area specific development and design guidelines, capital improvement programs, and other planning techniques will be created to encourage this type of development. It is critical that the design concept maintains the character of the neighborhood and compatibility with the neighborhood's architecture. Specific issues such as height, bulk, scale, landscaping, parking, setbacks, streetscapes, and alleys will be addressed in the development and design guidelines. Additional residential development adjacent to existing residential neighborhoods should be carefully analyzed by City Commissions to minimize additional traffic and parking problems. It should also be analyzed for any building height concerns.

Goal b. Direct future population growth into mixed use neighborhoods. The City's goal is to create and nurture mixed use neighborhoods that: 1) Reduce automobile trips; 2) Improve the quality of the pedestrian experience; 3) Create walkable neighborhoods; 4) Provide more ownership opportunities; 5) Increase the stock of housing affordable to Monterey's work force; 6) Require high-quality design to complement Monterey's image; and 7) Improve neighborhood-oriented services.

Policy b.1. Create design concepts, development guidelines, and capital improvement programs for mixed use neighborhoods. Emphasize attractive pedestrian, bicycle and transit access, which may require improved sidewalks, crosswalks, and various public way improvements. The City encourages owner occupied units, innovative site planning and tailoring the design and density to fit with the neighborhood. Mixed use developments are encouraged to be attractive in design, hide parking from the street, create a pleasant pedestrian environment, provide a transition into the residential zones through good site planning and design.

Program b.1.1. Develop Mixed Use Neighborhood Guidelines for the East Downtown area as an amendment to the Downtown Area Plan. The intent of the guidelines would be to provide policy and illustrated design concepts that lead to mixed use or apartment/condominium housing for a wide range of incomes to encourage customers

and employees to live near downtown. The plan will be to capitalize on the access to alternative transportation modes, Lake El Estero, the waterfront, downtown, and the employment center of Monterey. Shared parking, including the potential for public parking, is encouraged to minimize the amount of land dedicated to parking.

Program b.1.2. Develop Mixed Use Neighborhood Guidelines for the Downtown area in the Downtown Area Plan. The goal is to maintain the downtown as the City center. The intent of the guidelines would be to provide policy and illustrated design concepts that maintain the pedestrian friendly and historical environment with retail on the ground floor and housing or other uses above. Encouraged transportation modes include the shuttle, walking, and bicycles. Shared parking, including the use of private parking spaces when not needed for their primary use, is encouraged to minimize the amount of land dedicated to parking. Guidelines should address building height. Height of new construction should respect neighboring historic buildings.

Program b.1.3. Develop Mixed Use Neighborhood Guidelines for the Lighthouse, Foam, Wave and Cannery Row Areas. The goal of these areas is to be a local oriented commercial and residential destination with a high quality pedestrian experience. The intent of the guidelines would be to provide policy and illustrated design concepts that lead to mixed use or apartment/condominium housing for a wide range of incomes to encourage customers and employees to live near Lighthouse Avenue and Cannery Row. Encouraged transportation modes include the shuttle, walking, and bicycle facilities. Improve inter-block pedestrian connections and access to the Monterey Bay Recreation Trail. Shared parking, including the potential for public parking, is encouraged in areas close to public parking lots to minimize the amount of land dedicated to parking. Guidelines should address shared bay views.

Program b.1.4. North Fremont Street. Develop Mixed Use Neighborhood Guidelines for North Fremont Street in the North Fremont Street Area Plan. The plan will emphasize mixed use development, improved pedestrian experience and connections to the neighborhood, and bus transportation. Ownership residential units are preferred. Building sites should provide the required parking or a shared parking plan be developed due to the limited supply of on-street parking and high traffic volumes along North Fremont Street. Guidelines should encourage pedestrian activity that will result in a safe and secure North Fremont Street. Guidelines should address impacts on adjacent residential areas.

Policy b.2. Follow the existing policy directions in the Highway 68 Plan and Old Capitol Site Memorandum of Understanding for residential development south of Highway 1. Workforce housing on the City owned Ryan Ranch and mixed use housing in the Ryan Ranch Business Park may be considered in order to provide housing in proximity to a major employment center.

Policy b.3. For commercially zoned land not in Mixed Use Neighborhood areas, use permits for additional stories and parking adjustments are strongly discouraged because automobile trip generation outside the Mixed Use Neighborhoods is higher.

Policy b.4. Reinforce the visual, pedestrian, and bicycle connection between City neighborhoods and the Bay so that residents have exceptional non-automobile access to the

Bay.

TABLE 1

CITYWIDE ANTICIPATED DEVELOPMENT POTENTIAL

This chart represents the City's best estimate of foreseeable development for the next twenty years. It is not a maximum calculation of future development.

The Regional Housing Needs Assessment (RHNA) prepared by the Association of Monterey Bay Area Governments has identified a future housing need in Monterey of 1,302 new dwelling units for 2000-2007. The City's General Plan is required to show adequate sites for the 1,302 units to be in compliance with State law requirements. The City's goal is to provide this housing in the proposed Mixed Use Neighborhoods which can accommodate higher density housing due to transit, recreation, and commercial opportunities. A more detailed analysis and discussion of the RHNA is included in the Housing Element. AMBAG's 20-year forecast for new residential development in the City is 1,789 housing units. Both the RHNA and estimated 20-year buildout can be accommodated in the City as demonstrated in the following table.

Anticipated Development Potential	
Development Areas	Dwelling Units
R-1 District (1)	163
R-3 District (2)	500
Commercial/ Industrial Districts	1,302
Defense Language Institute (3)	136
Naval Post Graduate School (4)	34
	2,135

Notes:

- 1) R-1 development potential anticipates one house per vacant lot.
- 2) During the past General Plan period (1983-2003), the City gained approximately 500 new multi-family dwelling units. This equals approximately 25 new units annually. Given the City's incentives and disincentives for residential development, it is anticipated that 500 new residential units will be the maximum in R-3 Zoning District.
- 3 and 4) Telephone Conversations with POM and DLI representatives about proposed residential development on the POM and DLI. Thirty four housing units are planned on the Naval Post Graduate School campus, and the Navy is not planning to replace the housing units removed in the La Mesa Housing village.

MIXED USE NEIGHBORHOODS

Proposed Mixed Use Neighborhoods	Anticipated Dwelling Units with Mixed Use Neighborhood Incentives
Downtown	456
East Downtown	456
Cannery Row/Lighthouse	260
North Fremont	130
Total	1,302

Notes:

- 1) The Downtown/ East Downtown area has the most development potential and is currently well served by transit. It also contains a variety of commercial and recreational opportunities. As a result, the majority of new development (approximately 70%) was assigned to the Downtown/East Downtown Mixed Use Neighborhoods.
- 2) The Cannery Row/ Lighthouse Avenue Mixed Use Neighborhood is within the current WAVE Shuttle area. However, there are more restrictions to development in this area due to traffic and parking problems. The Coastal Commission has also placed a numerical cap of 183 dwelling units in the Cannery Row LCP area. Staff assumes that 20% of the new development would be slated for this Mixed Use Neighborhood.
- 3) The North Fremont area is served by MST but not the WAVE Shuttle. There would appear to be the greatest need for private investment to make a mixed-use neighborhood work in this area. This is a longer-term development opportunity for the City. As a result, staff assigned only 10% of the anticipated new development to the North Fremont area.

Figure 2, Showing Mixed Use Neighborhoods

c. Relationship to Area Plans and Implementing Plans

Monterey is a city of neighborhoods, and many residential and commercial neighborhoods now have Area Plans. In addition there are implementing plans for a variety of City services such as parks and recreation and bicycle routes. The Area Plans are adopted using the same hearing and adoption process as the General Plan. In the event of a conflict between the General Plan and Area Plans, the General Plan is the controlling document; however Area Plan policies and programs that are more precise but consistent with the General Plan have the same standing as General Plan policies. Implementing Plans guide specific city actions and must be consistent with the General Plan, but they do not have the same standing as General Plan policies. Implementing Plans may be adopted by the Planning Commission or City Council and do not need to meet state prescribed process for adoption of a General Plan.

Area Plans and Implementing Plans as of 2002 are listed in Table 2.

Policy c.1. Area Plans shall have the same authority as the General Plan and shall be adopted using the General Plan notice and public hearing process. Area plans may be more detailed than General Plan provisions. Where the General Plan provides for a range of housing units, an Area Plan may specify a density lower than the maximum in the General Plan range if a consistency determination with the General Plan is reviewed and approved as part of the Area Plan adoption. The Area Plan must also specify why a lower density is appropriate, such as, but not limited to, parking and traffic concerns.

Policy c.2. Implementing Plans provide detailed information for achieving General Plan policies but do not have General Plan policy level authority. These are implementing tools to achieve goals specified in General Plan and Area Plans. Implementing Plans require Planning Commission and City Council public notice and hearing for adoption but may specify that amendments can be approved by another City Board or Commission. In the absence of such a provision, Plans shall be amended following the same process as adoption.

**TABLE 2
CITY OF MONTEREY PLANS**

(Note: "Revised" is a comprehensive revision. "Amended" is less than a comprehensive change.)

AREA PLANS DATE ADOPTED, UPDATED

Redevelopment Plans -- These plans were prepared under Federal and State legislation to provide public improvements and encourage private development in Downtown and Cannery Row.

1. Cannery Row Redevelopment Plan1981
2. Custom House Urban Renewal Redevelopment Plan..... Adopted 1965, Revised 1972
3. Greater Downtown Area Redevelopment Plan.....1983

Residential Neighborhood Plans -- These plans were prepared for residential areas of the City.

1. Casanova/Oak Knoll Area Plan Adopted 1985, Amended 1991
2. Del Monte Grove Area Plan1978
3. Highway 68 Area Plan (mainly outside of City Limits).....November 1984
4. New Monterey Area Plan Adopted 1980, Revised 1991
5. Oak Grove Area Plan Adopted 1990, Amended 1998

Commercial Area Plans -- These plans were prepared for commercial areas of the City.

1. Downtown Area Plan1991
2. East Del Monte Avenue Area Plan1986
3. Lighthouse Area Plan.....1987
4. North Fremont Street Area Plan2000
5. Wharf Master Plan1986

Coastal Plans -- These plans were prepared for segments of the City's coastal zone.

1. Cannery Row Land Use Plan : City Adopted July 1980, State Adopted November 1981, Amended 1999, Under Review 2002 (serves as commercial area plan)
2. Del Monte Beach Land Use Plan : City adopted February 1983, State adopted with modifications November 1983, Under Review 2002 (Serves as neighborhood area plan)
3. Harbor Land Use Plan: City Adopted July 1986, State adopted with modifications November 1983, Under Review 2002
4. Roberts Lake/Laguna Grande Land Use Plan: City adopted December 1981, State adopted with modifications March 1982, Under Review 2002
5. Skyline Land Use Plan: City adopted October 1983, State adopted November 1983, Under Review 2002

IMPLEMENTING PLANS DATE ADOPTED, UPDATED

1. Bikeways Plan..... Adopted 1983, Amended 2001
2. Library Master Plan Adopted 2001
3. Parks and Recreation Master Plan Adopted 1986, Amended 2000

Circulation Element

Vision

Monterey will be a City where alternative forms of transportation are so attractive that the use of an automobile is a choice, not a necessity. The transportation system will be safe for all users, and support the local economy while maintaining the historic character of the City.

INTRODUCTION

The primary role of the Circulation Element is to plan the transportation system needed to serve proposed development as defined in the land-use element of the General Plan. The transportation system affects the growth patterns, environment, and quality of life of Monterey's residents and workers. Much of Monterey's charm for both residents and visitors springs from its historic buildings, irregular street pattern, old plazas, and waterfront views. Trying to solve traffic problems by simply widening roads will negatively impact the quality of life that residents enjoy. Building expensive parking improvements to serve peak seasonal demand will lead to facilities being underutilized most of the year when demand is not at peak. This element's policies and programs are intended to reduce the overall duration and frequency of traffic congestion and parking shortages without relying on expansive infrastructure projects. This requires a transportation system that is easily available, efficient, and well coordinated. The Circulation Element relies on alternative modes of transportation to reduce auto use but also identifies long-term roadway solutions along the principal arterial streets.

The Land Use Element and Circulation Element establish a mutually supporting relationship, with higher-density land uses directed to areas best served by alternative modes of transportation. The principles of transit-oriented and pedestrian-oriented developments will be applied to reinforce the use of public transportation and provide an alternative to traditional suburban development. This in turn allows innovative traffic and parking mitigation measures that preserve Monterey's natural and historic environment. To make this work, there must be exceptional transit service, safe bicycle connections, and attractive pedestrian connections throughout the city.

Tourism is a vital component of Monterey's economy. This Circulation Element plans to serve the mobility needs of visitors with alternative transportation modes to minimize the traffic impacts on residents. The City of Monterey has successfully used the Waterfront Area Visitor Express (WAVE) to mitigate summer traffic and parking impacts generated by Cannery Row development. The WAVE is currently a fun, fast, and free transit shuttling visitors between the City's biggest tourist attractions and satellite parking in the downtown area. The Circulation Element includes "WAVE" service in the "local transit system." The Circulation Element recommends expanded local transit system operation throughout the year to better serve residents, especially in areas planned for higher-density mixed-use development. Residents will benefit directly from an expanded local transit system service that provides an attractive alternative to driving a car around town and introduces a reliable commute alternative for those who work in the commercial business districts. The proposed system also provides an indirect benefit to residents by minimizing the traffic impacts of visitors and reducing unwelcome cut-through traffic on residential streets.

The following Circulation Element goals, policies, and programs assist Monterey in meeting its goal to be a city where people can circulate without cars.

Goals, Policies, and Programs

a. Transportation and Parking Management Program

The public expectation that roadway capacity can be increased to relieve traffic congestion is no longer realistic. The Circulation Element envisions auto use as a choice rather than a necessity during the peak hours of congestion. The policies and programs in this element provide attractive alternatives to driving a car.

The City should make the most efficient use possible of the land devoted to parking. The city's *overall* parking supply is generally sufficient to meet the demand for all except for a few peak weeks each year, but employees and customers often attempt to avoid parking fees by using free parking spaces in adjacent residential neighborhoods. The Transportation and Parking Management Program is basically comprised of the Transportation Systems Management (TSM) program, Travel Demand Management (TDM) program, and Parking Master Plan (PMP) that include implementation plans and identify dedicated funding sources. It is critical to the city's economic health that this new approach not only serves the transportation needs of the entire community but also supports visitors arriving in cars.

Goal a. Improve transportation and parking systems by managing them more effectively before investing in costly roadway and parking expansion projects.

Policy a.1. Adopt a Transportation Systems Management (TSM) program to improve the effectiveness of the transportation system.

Program a.1.1. Develop implementation plans for a traffic-adaptive signal system that interconnects and coordinates traffic

signals to optimize the flow of traffic along the arterial street network.

Program a.1.2. Develop implementation plans for directional and variable message signs (VMS) located at the main entrances to the city directing visitor traffic to parking supply and uncongested routes.

Program a.1.3. Develop implementation plans for dynamic signs located close to public parking that display available parking spaces using real-time information. The signs should also display the flexible parking rates developed in the Parking Master Plan.

Program a.1.4. Develop implementation plans for advance traveler information (ATI) via the Internet (for example, satellite parking, preferred routes for special events).

Program a.1.5. Develop capacity performance standards for the Recreation Trail.

Policy a.2. Adopt a Travel Demand Management (TDM) program to reduce the number of auto trips made during peak travel times and direct visitors to attractive transportation alternatives as they park at satellite sites served by the local transit system.

Program a.2.1. Develop an implementation plan for the local transit system to serve, at a minimum, the downtown parking structures and Cannery Row.

Program a.2.2. Expand and promote transit service for residents, employees, and visitors based on the City's traffic monitoring program (see Section j).

Program a.2.3. Identify a long-term funding program for local transit system service with dedicated revenue sources (e.g., citywide traffic impact fees, dedicated sales tax).

Program a.2.4. Establish incentives to employers using flexible work schedules.

Program a.2.5. Provide preferential treatment to rideshare vehicles (e.g., reserved parking spaces and/or reduced parking fees in city lots).

Policy a.3. Adopt a Parking Master Plan (PMP) that maximizes occupancy of public parking spaces to minimize parking impacts in adjacent residential neighborhoods.

Program a.3.1. Establish clear guidelines for providing, coordinating, and managing parking in the city according to the policies and programs identified in the Parking section of the Circulation Element.

Program a.3.2. Develop a plan to provide for long-term parking needs in Parking Adjustment Districts.

Program a.3.3. Identify satellite parking east of Lighthouse Tunnel to serve visitors during peak periods of demand. Develop an implementation plan that provides local transit system service to those locations.

Program a.3.4. Develop parking requirements in the PMP as well as in design standards to optimize parking resources, enhance public safety, support City businesses, and encourage increased use of alternative transportation.

Program a.3.5. Develop on-site parking requirements along local transit system routes that avoid

creating parking impacts on adjacent residential neighborhoods.

Program a.3.6. Establish a parking fee structure for public parking to promote (a) use of alternative modes of transportation while discouraging personal vehicle trips; (b) visitor parking for long periods of time and use of the local transit system; and (c) employee use during off-peak periods without significantly reducing revenues.

b. Transportation and Land Use

The Land Use and Circulation Elements establish a mutually supportive relationship. Higher-density land uses along the main transportation corridors provide the ridership needed to support increased transit service, while alternative mobility strategies provide access to these land uses. This growth pattern minimizes traffic impacts and supports the local economy. The mobility needs of the community must be met while preserving natural and historic resources.

Goal b. Apply land-use planning tools and strategies that support the city's circulation goals and direct growth to areas best served by alternative modes of transportation.

Policy b.1. Use land-use policies to concentrate development within walking distance of the local transit system to reduce the overall demand for travel and minimize the traffic impacts of development.

Program b.1.1. Develop criteria for transportation management fees for projects located within walking distance of the local transit system.

Program b.1.2. Encourage master plans that incorporate transit/pedestrian-oriented design

(TOD/POD) standards for areas planned for development of mixed-use neighborhoods.

Program b.1.3. Require new projects to meet on-site parking standards for projects located outside of Parking Adjustment Districts.

Policy b.2. Encourage developer agreements for projects located in Parking Adjustment Districts that fund alternative modes of transportation.

Program b.2.1. Once local shuttle service is established year-round for morning and afternoon commute hours, encourage local shuttle service as the preferred parking and traffic mitigation for development proposed within walking distance of that service.

Policy b.3. Encourage mixed-use development to maximize the shared use of on-site parking spaces.

Policy b.4. Incorporate retail, office, or residential community uses into the design of public parking structures.

Policy b.5. Expand the WAVE to non-tourist routes.

Policy b.6. Do not support non-aviation uses within the Monterey Peninsula Airport District that create unnecessary traffic impacts in adjacent residential neighborhoods.

c. Roads

Monterey's street and highway network provides for the movement of people and goods into, out of, and through the city. The street network must do more than simply serve automobiles; it must continue to be the place for connection, commerce, and community. The public expectation that

roadway capacity *must* be increased to relieve traffic congestion is no longer realistic. Most of the drivers caught in recurring traffic congestion have made the conscious choice to use an automobile instead of other alternatives. With the decision to rethink transportation priorities and solutions, policies in the previous Circulation Element were changed. For example, the previous auto-oriented level of service (LOS) standards were adjusted to promote transit-oriented and pedestrian-oriented development in areas best served by alternative modes of transportation (e.g., downtown, Cannery Row, and Lighthouse areas). Roadway Level of Service standards will be based on "typical" peak hour commute times (i.e., off-peak, non-summer months). The following goals, policies, and programs are, therefore, not intended to eliminate traffic congestion but rather to further the Circulation Element Vision.

Goal c. Provide a safe, efficient, well-maintained, and environmentally sound roadway system that supports equality of choice among all modes of transportation.

Policy c.1. Monitor the transportation system to determine when transportation management programs must be implemented.

Policy c.2. Continue to work closely with Army officials to reopen to civilian traffic at least one route across the Presidio of Monterey.

Policy c.3. Identify and implement street improvements to address high accident rates for motorists, pedestrians, and bicyclists, even if such improvements result in increased traffic congestion.

Program c.3.1. Reduce unsafe conflict points on all major and minor arterial streets by avoiding trap lanes and providing left-turn lanes at intersections.

Program c.3.2. Place the highest priority on projects that reduce high accident rates.

Program c.3.3. Develop roadway safety improvement projects that result in self-enforcing conditions and require a minimum amount of signage in order to reduce driver confusion.

Policy c.4. Create and maintain a roadway system that is safe, unobtrusive, and easy to use for all modes of transportation.

Program c.4.1. Consider the needs of buses, bicyclists, and pedestrians when planning road improvements.

Program c.4.2. Update the directional signage program to primary destinations.

Policy c.5. Preserve the city's character and valuable resources in future roadway improvements to the transportation system.

Program c.5.1. Respect the character and type of surrounding land uses through the design and use of streets.

Program c.5.2. Preserve natural and historic resources and maintain scenic views when siting and developing new roads.

Program c.5.3. Incorporate appropriate landscaped medians, parkways, signs, utilities, street furniture, sidewalks, and bicycle lanes into transportation projects.

Program c.5.4. Maintain the major entrances to the city as scenic, landscaped corridors.

Program c.5.5. Establish landscaped greenbelt areas along the borders of scenic highways.

Policy c.6. Implement a street classification system (Map 5 and Table 3) that identifies the functions of streets according to the American Association of State Highway and Transportation Officials (AASHTO) street classifications.

Program c.6.1. Limit direct access from private property to State highways.

Program c.6.2. Through-traffic movement along major arterial streets takes precedence over access to adjacent land uses and traffic access from side streets.

Program c.6.3. Avoid mid-block median openings and direct driveway access for individual properties along major arterial streets.

Program c.6.4. Design minor arterial streets to carry traffic along the fringe of and around residential neighborhoods.

Program c.6.5. Discourage and impede through traffic on local streets through residential neighborhoods.

Program c.6.6. Carry the local transit routes on minor arterial streets.

Program c.6.7. Provide direct access to adjacent land uses and circulation within residential neighborhoods and commercial districts on collector streets.

Policy c.7. Continue to maintain streets using the City's Pavement Management System (PMS).

Policy c.8. Minimize traffic impacts in residential neighborhoods by routing truck and through traffic onto highways and arterial streets, even where such

routing is not the shortest distance between two points.

Program c.8.1. Implement the truck route system (Map 7 and Table 4) by posting truck route signage directing truck traffic around residential areas.

Program c.8.2. Implement the visitor route system (Map 6 and Table 5).

Policy c.9. Implement design and self-enforcing solutions rather than traffic control devices to slow and discourage through traffic in residential areas.

Program c.9.1. Encourage implementation of the adopted City Traffic Calming Program.

Program c.9.2. Install traffic calming devices (e.g., textured crosswalks, landscaped medians) according to adopted neighborhood traffic calming plans.

Program c.9.3. Limit the use of speed limit signs and warning signs to alert motorists to conditions or laws that aren't obvious.

Policy c.10. Complete the widening of Del Monte Avenue.

Policy c.11. Improve traffic flow on Del Monte Avenue at Washington Street.

Program c.11.1 Install an attractive landscape median at the intersection of Washington Street and Del Monte Avenue to restrict pedestrians and vehicles from crossing Del Monte Avenue. Include operational improvements to Figueroa Street and converting Tyler Street to two-way between Del Monte Avenue and Franklin Street.

Program c.11.2 Improve the pedestrian connection from

Washington Street and Del Monte Avenue to the Alvarado Mall.

Program c.11.3 To better link the Downtown with the waterfront, construct an attractive pedestrian bridge between Spanish Plaza and the Wharf parking lot to provide a direct bicycle connection from Downtown to the Recreation Trail.

Policy c.12. Maintain two-way traffic on Lighthouse Avenue to enhance the pedestrian experience and business environment and improve traffic safety.

Program c.12.1. Implement a capital improvement project to design, fund and operate a long-term traffic solution for Lighthouse Avenue.

Policy c.13. Support capacity improvements on State highways because these routes are the primary entrances into the City.

Program c.13.1. Support Holman Highway 68 widening to four lanes along the entire length. The design of this project should minimize impacts along the ridgeline and to the forested environment.

Program c.13.2. Support Monterey-Salinas Highway 68 widening to four lanes of expressway or a new off-alignment bypass facility.

Program c.13.3. Support Highway 1 widening to six lanes between Highway 218 and the Fremont Boulevard interchange in Sand City.

Program c.13.4. Support State Highway 156 widening to four lanes from Highway 1 to Highway 101.

Policy c.14. Implement operational improvements on major arterial streets so

that traffic can safely enter the city without backing up on Highway 1.

Program c.14.1. Improve the intersection operations of Fremont Street Interchange and Camino Aguajito to maximize flow along the major arterial and reduce congestion.

Policy c.15. Continue to coordinate with Caltrans and TAMC to identify improvements and funding for improvements to Highway 1, Highway 68 and other locations within the City deemed important to the function of the regional transportation network so that the level of service standards for such facilities are met.

Table 3. Functional Street Classifications

Major Arterial Streets	
Street	Limits
Aguajito Road	Fremont Street to Mark Thomas Drive/Highway 1 NB Exit Ramp
Del Monte Avenue	Lighthouse Avenue/Washington Street to East City Limit
Foam Street	Lighthouse Avenue to Reeside Avenue
Fremont Street	Highway 1/Aguajito Road to Camino El Estero
Lighthouse Avenue	Washington/Del Monte Avenue to Reeside Avenue
Soledad Drive	Munras Avenue to Barnett Segal Drive/Viejo

Minor Arterial Streets	
Street	Limits
Abrego Street	Eldorado Street to Pearl Street/Washington Street
Camino El Estero	Del Monte Avenue to Franklin Street
David Avenue	Wave Street to Devisadero Street (West City Limit)
Del Monte Avenue	Washington Street to Pacific Street
English Avenue	Del Monte Avenue to Highway 1 NB Exit Ramp
Figueroa Street	Franklin Street to Del Monte Avenue
Foam Street	Reeside Avenue to David Avenue
Franklin Street	Pacific Street to Camino El Estero
Fremont Street	Camino El Estero to Munras Avenue
Lighthouse Avenue	Reeside Avenue to Central Avenue (North City Limit)
Munras Avenue	Fremont Street to Alvarado Street
Munras Avenue	Eldorado Street/Abrego Street to Highway 1 SB Ramps
North Fremont Street	Highway 1 to East City Limits
Olmsted Drive	Monterey/Salinas Highway (SR68) to Monterey Peninsula Airport Entrance
Pacific Street	Lighthouse Avenue to Soledad Drive
Soledad Drive	Pacific Street to Munras Avenue
Tyler Street	Lighthouse Avenue to Franklin Street
Washington Street	Pearl Street to Del Monte Avenue

Table 3. Functional Street Classifications Continued

Collector Streets	
Street	Limits
Aguajito Road	Highway 1 to Monhollan Road
Airport Road	Monterey Peninsula Airport to North Fremont Street
Alvarado Street	Munras Avenue to Del Monte Avenue
Barnett Segal Drive	Soledad Drive to Iris Canyon Road
Camino Aguajito	Del Monte Avenue to Fremont Street
Camino El Estero	Franklin Street to Fremont Street
Casa Verde Way	Del Monte Avenue to Fairground Road
Del Monte Avenue	Pacific Street to Van Buren Street
Drake Avenue	Wave Street to Lighthouse Avenue
Eldorado Street	Munras Avenue to Pacific Street
English Avenue	Highway 1 NB Exit Ramp to Montecito Avenue
Fairground Road	Airport Road to Garden Road
Franklin Street	Pacific Street to Presidio of Monterey Entrance
Garden Road	Fairground Road to Olmsted Road
Glenwood Circle	Aguajito Road/Via Lavandera to Iris Canyon Road
Hawthorne Street	Reeside Avenue to Line Street/North City Limit
Herrmann Drive	Larkin Street/Madison Street to Via Del Rey
High Street	Presidio of Monterey Entrance to Jefferson Street
Hoffman Street	Wave Street to Lighthouse Avenue
Jefferson Street	Pearl Street to Veterans Drive
Josselyn Canyon Road	Mark Thomas Drive to Monterey/Salinas Highway (SR68)
Madison Street	Larkin Street/Herrmann Drive to Calle Principal
Mar Vista Drive	Monte Vista Drive to Skyline Drive (south intersection)
Mar Vista Drive	Soledad Drive (north intersection) to Skyline Drive
Mark Thomas Drive	Aguajito Road to Garden Road
Martin Street	Pacific Street to Via Gayuba/San Bernabe Drive
Monhollan Road	Within City Limits
Monte Vista Drive	Mar Vista Drive to Soledad Drive
Montecito Avenue	English Avenue to Casa Verde Way

Table 3. Functional Street Classifications Continued

Collector Streets <i>(continued)</i>	
Street	Limits
Olmsted Road	Monhollan Road to Monterey/Salinas Highway (SR68)
Pearl Street	Munras Avenue to Camino Aguajito
Pine Street	Line Street (North City Limit) to Pvt. Bolio Road
Polk Street	Calle Principal to Alvarado Street/Munras Avenue
Prescott Avenue	Devisadero Street/West City Limits to Wave Street
Ragsdale Drive	Monterey/Salinas Highway (SR68) to Lower Ragsdale Drive
Reeside Avenue	Cannery Row to Hawthorne Street
Rancho Saucito Road	Upper Ragsdale Drive to South Boundary Road
Skyline Drive	Mar Vista Drive (south intersection) to Veterans Drive
Skyline Forest Drive	Skyline Drive to Holman Highway (SR68)
Sloat Avenue	Mark Thomas Drive to Del Monte Avenue
Soledad Drive	Mar Vista Drive to Pacific Street
South Boundary Road	York Road to West City Limit
Taylor Street	Prescott Avenue to Presidio of Monterey Entrance
Third Street	Camino Aguajito to Sloat Avenue
Van Buren Street	Del Monte Avenue to Madison Street
Veterans Drive	Jefferson Street to Skyline Drive
Via Gayuba	San Bernabe Drive/Martin Street to Mar Vista Drive
Wilson Road	York Road to Lower Ragsdale Drive
York Road	Monterey/Salinas Highway (SR68) to South Boundary Road
Proposed Road	Connect Airport Road to Garden Road

Table 4. Truck Routes

Street	Limits	Truck Parking
Abrego Street	Eldorado Street to Pearl Street/Washington Street	Yes
Aguajito Road	Fremont Street to Mark Thomas Drive/Highway 1 NB Exit Ramp	Yes
Camino El Estero	Del Monte Avenue to Franklin Street	Yes
David Avenue	Wave Street to Devisadero Street (West City Limit)	No
Del Monte Avenue	Pacific Street to East City Limit	Yes
English Avenue	Del Monte Avenue to Highway 1 NB Exit Ramp	Yes
Figueroa Street	Franklin Street to Commercial Wharf II	Yes
Foam Street	Lighthouse Avenue to David Avenue	Yes
Franklin Street	Pacific Street to Camino El Estero	Yes
Fremont Street	Highway 1/Aguajito Road to Abrego Street	Yes
Hannon Avenue	Del Monte Avenue to Highway 1 SB Entrance Ramp	Yes
Lighthouse Avenue	Washington/Del Monte Avenue to North City Limit	Yes
Munras Avenue	Eldorado Street/Abrego Street to Highway 1 SB Ramps	Yes
North Fremont Street	Highway 1 to East City Limit	Yes
Olmsted Drive	Monterey/Salinas Highway (SR68) to Monterey Peninsula Airport Entrance	Yes
Pacific Street	Lighthouse Avenue to Franklin Street	Yes
Soledad Drive	Munras Avenue to Highway 1 NB Entrance Ramp	No
Tyler Street	Lighthouse Avenue to Franklin Street	Yes
Washington Street	Pearl Street/Abrego Street to Del Monte Avenue	Yes

Table 5. Visitor Routes

Street	Limits
Abrego Street	Eldorado Street to Pearl Street/Washington Street
Aguajito Road	Fremont Street to Mark Thomas Drive/Highway 1 NB Exit Ramp
Alvarado Street	Munras Avenue to Del Monte Avenue
Camino El Estero	Fremont Street to Del Monte Avenue
David Avenue	Wave Street to Devisadero Street (West City Limit)
Del Monte Avenue	Pacific Street to East City Limits
Foam Street	Lighthouse Avenue to David Avenue
Fremont Street	Highway 1/Aguajito Road to Munras Avenue
Lighthouse Avenue	Washington/Del Monte Avenue to North City Limit
North Fremont Street	Highway 1 to East City Limits
Munras Avenue	Fremont Street to Alvarado Street
Munras Avenue	Eldorado Street/Abrego Street to Highway 1 SB Ramps
Pacific Street	Lighthouse Avenue to Del Monte Avenue
Soledad Drive	Munras Avenue to Highway 1 NB Entrance Ramp
Washington Street	Pearl Street/Abrego Street to Del Monte Avenue

d. Bicycle & Pedestrian Circulation

Attractive bicycle and pedestrian routes are important throughout the city so that residents and visitors can use alternative forms of transportation without feeling inconvenienced. With its manageable scale, good weather, and historic attractions, Monterey is an excellent setting for bicycling and walking trips by residents and visitors alike, especially near the waterfront. Walking is clean, easy on the infrastructure, healthy for the individual, and integral to community livability. People who walk know their neighbors and their neighborhood. A community that is designed to support walking is livable and attractive. Monterey has a history of creating wonderful pedestrian paths and bike routes. The city's Recreation Trail runs the entire length of Monterey's waterfront and provides excellent coastal access for bicyclists and pedestrians. The Recreation Trail forms the backbone of the city's bicycle and pedestrian network and is enjoyed by thousands of residents and visitors each day.

Goal d. Promote a pedestrian/bicycle-friendly environment where public spaces, streets, and off-street paths offer a level of convenience, safety, and attractiveness that encourage and reward the use of alternative modes of transportation.

Policy d.1. Build on the success of the Recreation Trail to make walking and bicycling through Monterey safe and enjoyable.

Program d.1.1. Implement and maintain the continuous network of safe and convenient bikeways specified in the City's Bikeways Plan to provide a viable alternative to making short auto trips.

Program d.1.2. Install adequate lighting along Class I bike trails.

Program d.1.3. Plan and support a continuous east west Class I/Class II bikeway that connects the Monterey Peninsula with Salinas.

Program d.1.4. Enhance public awareness of bicycling laws and the proper use of bikeways through enforcement, bicycle safety programs, and bikeway design.

Policy d.2. Provide ample space on the Recreation Trail to reduce conflicts between different users, including bicyclists, in-line skaters, non-motorized scooters, pedestrians, and surreys.

Program d.2.1. Maintain a minimum width of 6.7 meters (22 feet) on high-volume segments and a minimum width of 4.3 meters (14 feet) on other segments.

Program d.2.2. Limit the number of surreys that may be rented for use on the Recreation Trail at any one time.

Policy d.3. Create an integrated, safe, and convenient pedestrian system connecting city neighborhoods, schools, recreation areas, commercial areas, and places of interest.

Program d.3.1. Install sidewalks and paths to complete a continuous pedestrian network throughout the community.

Program d.3.2. Provide sidewalks with a minimum width of 1.8 meters (6 feet) for a pleasant pedestrian and wheelchair environment in commercial business districts.

Program d.3.3. Provide amenities for alternative transportation methods,

such as bicycles, scooters, and mopeds in the commercial districts and along the Recreational Trail (e.g., special parking places, bicycle racks, storage lockers, etc.).

Program d.3.4. Provide residential sidewalks with a minimum usable width of .9 meters (3 feet) for Special Needs Groups.

Policy d.4. Establish and maintain pedestrian-friendly environments in commercial areas.

Program d.4.1. Require newly proposed developments in commercial areas to provide sidewalks or pedestrian connections to surrounding areas, adjacent transit facilities, and/or other travel facilities during development review.

Program d.4.2. Underground utilities in commercial business districts to maintain adequate space for pedestrians and to improve the shopping environment.

Program d.4.3. Create an attractive pedestrian environment by providing “buffers” separating pedestrians and vehicular traffic (e.g., street trees, on-street parking, and public furniture).

Program d.4.4. Improve pedestrian circulation in the downtown area by improving pedestrian connections between Calle Principal and Washington Streets.

Program d.4.5. Improve pedestrian circulation between Cannery Row and Lighthouse Avenue.

Policy d.5. Design intersections to improve pedestrian safety, minimize pedestrian crossing distances, and reduce

signal time needed to serve non-vehicle movements.

Program d.5.1. Install curb extensions to minimize the time needed for pedestrians to cross busy streets.

Program d.5.2. Provide sidewalk curb ramps in all major activity areas and commercial centers in accordance with the Americans with Disabilities Act.

Policy d.6. Develop pedestrian and bicycle paths in hillside and other open-space areas as part of the regional trail system and/or as links between major greenbelt and recreation areas.

Policy d.7. Cooperate with other Peninsula cities to complete the Monterey Bay Coastal Trail as planned, including connections to parks and green belts.

Policy d.8. Maintain designated bicycle routes as attractive and safe transportation facilities that provide a viable alternative to auto travel into and throughout the city.

Program d.8.1. Encourage bike lanes, bike racks, bike lockers, employee shower and changing facilities in new developments.

Policy d.9. Maintain the Recreation Trail as an attractive and safe recreation facility along the waterfront area that also provides a critical link for non-auto travel throughout the city.

Program d.9.1. Update the City’s Bikeways Plan to include a Class I or Class II bike route connecting each neighborhood to the Recreation Trail.

Program d.9.2. Include a Class II bike route connecting Fremont Street to the

Recreation Trail along the Camino Aguajito alignment in the City's Bikeways Plan.

Policy d.10. Support efforts by regional and state agencies to establish bike and pedestrian paths along Monterey/Salinas Highway (Highway 68).

e. Parking

Parking conditions and policies influence residents' and visitors' perceptions of commercial areas and visitor attractions, which can have a great impact on the local economy. Providing too much parking in the downtown, Wharf, and Cannery Row areas results in an underutilization of valuable land. In planning for parking needs, it is important to maintain an attractive, pedestrian-oriented environment while accommodating the space needs of the automobile. By doing so, the City can plan for future parking demand while supporting Monterey's businesses and improving the quality of life here. On-site parking requirements are a major issue in areas where the City provides public parking. This means that an increasing number of drivers will not be able to park at a convenient location near their destination. In support of economic goals, the City will endeavor to supply appropriate parking to meet the diverse needs of the business community. Shared parking, a system where different users with staggered peak parking requirements can share the same parking facility, is an efficient strategy for optimizing Monterey's existing parking supply.

Goal e. Optimize the use of Monterey's existing parking supply to minimize the amount of land dedicated to parking needs, especially in commercial business districts and along the scenic coastline.

Policy e.1. Explore opportunities to provide additional parking to serve employees in the south Downtown.

Policy e.2. Study the use of assessment districts to fund and develop new parking solutions where shortages exist (for example, the Cass / Eldorado Area).

Policy e.3. Establish appropriate time limits for parking in commercial business districts to support local businesses and encourage use of the local shuttle.

Policy e.4. Survey land uses, public parking supplies, and available alternative modes of transportation prior to considering changes in parking requirements.

Policy e.5. Design attractive pedestrian ways through parking lots to enable pedestrians to reach their destinations in a safe manner.

Policy e.6. Establish locations for visitor recreational vehicle parking that are served by the local shuttle.

Policy e.7. Major special events with limited parking should provide direct and affordable transit service to satellite parking locations.

Policy e.8. Identify affordable employee parking locations in the downtown and Cannery Row areas to minimize the impacts on residential neighborhoods.

Program e.8.1. Identify and develop peripheral and satellite parking facilities for employees. Work with businesses to fund the construction and maintenance of parking facilities, and to develop shuttle service where necessary.

Program e.8.2. Work with employers in business districts to offer incentives for employees to take transit, ride bikes, or walk to work or to park in designated areas.

Policy e.9. Improve utilization of existing parking and create new parking opportunities through partnerships and cooperation in order to meet parking needs with fewer total spaces.

Program e.9.1. Rely on shared parking to minimize the number of parking spaces left unoccupied during peak demand.

Program e.9.2. Work with businesses and churches to make on-site parking spaces available for the general public during hours those parking spaces would otherwise be unused.

Program e.9.3. Create joint-use agreements to share parking at existing facilities for the use of new developments at locations with complementary parking patterns (e.g., residential and office).

Program e.9.4. Dedicate van/carpool parking spaces in public parking lots based on demand.

Program e.9.5. Dedicate motorcycle parking spaces in public parking lots and on-street where feasible.

Program e.9.6. If existing parking lots are developed with new construction, investigate opportunities to replace the lost parking spaces.

Program e.9.7. Investigate partnerships with public and private entities for multi-purpose parking facilities.

Policy e.10. Reduce employee and student parking spillover into neighborhoods using residential permit parking.

Program e.10.1. Establish or expand residential permit parking areas where

parking occupancy levels exceed 70% of capacity and a majority of residences have signed a petition supporting proposed permit.

Program e.10.2. Periodically review neighborhoods with residential permit parking programs to maximize the effectiveness of the program.

Program e.10.3. Increase the parking supply in the New Monterey Parking Adjustment District and reinstate the transportation management fee.

f. Transit

Transit serves special transportation needs, providing a means for all residents to actively participate in the community. Senior citizens, disabled individuals, and people without a personal vehicle must rely on transit as a vital link to jobs, shopping, education, and health care. As Monterey's population continues to age, demand is likely to grow for special transportation services providing mobility for those with disabilities who are not able to own a personal automobile or use regular transit services. Monterey-Salinas Transit (MST) is the principal public transit operator serving Monterey. MST is a joint powers agency with a board of directors that includes a representative from the City of Monterey. Thirteen of MST's 27 fixed bus routes operate in Monterey, serving a large part of the city. The hub of MST's transit service in Monterey is Simoneau Plaza, the downtown transfer center for all routes serving the Monterey Peninsula. Senior and disabled passengers can use MST fixed-route and Direct Area Response Transit (DART), a demand-responsive service providing flexible service between low-density areas and MST's trunk lines and transit centers. MST also operates the RIDES program, which serves individuals with disabilities who are not able to use regular transit service.

The City of Monterey supports improvements to the transit system throughout the city. Convenient transit service strengthens the fabric of our community, regardless of the number of riders on a particular bus line. The City acknowledges those indirect benefits to the community through its traffic impact fee program. Overly expensive transit fares (in comparison with the indirect taxes imposed on automobile use) discourage transit use. It is no more reasonable to expect transit to “pay its way” with the farebox than it is to expect automobile drivers to bear the complete costs of using the roadway and highway systems. The following goals, policies, and programs are intended to dramatically increase the convenience of public transit throughout the city.

Goal f. Provide an attractive and convenient transit service for Monterey citizens, especially those in the community who can not or choose not to own a private automobile.

Policy f.1. Work with MST to operate transit on the city’s principal arterial streets, maintaining an average headway that does not exceed 20 minutes during the a.m. and p.m. peak commute hours.

Policy f.2. Work with MST to keep fares low enough to obtain consistently high patronage and encourage more off-peak use.

Policy f.3. Use MST’s demand-responsive DART service to provide service to low-density areas. Expand DART service within the city where flexible routing is justified.

Policy f.4. Identify funding for fare subsidies or transit pass programs (e.g., employer fee program to fund transit in lieu of providing on-site parking spaces, transit pass program for schools and large employers, senior and youth discount

passes, youth ridership programs to increase weekend and nighttime ridership).

Policy f.5. Give transit vehicles priority over other vehicles.

Policy f.6. Work with MST and area jurisdictions to improve transit links between residential areas and areas of major city employment.

Policy f.7. Improve and develop safe, convenient, and protected transit facilities that are compatible in design with the surrounding area.

Program f.7.1. Require developers to provide transit amenities in accordance with the MST *Development Review Guidebook*.

Program f.7.2. Work with MST to provide and maintain attractive amenities, such as benches, shelters, lighting, news racks, decorative trashcans, and bicycle parking at transit stops.

Program f.7.3. Work with MST to continue to provide clear and easy-to-understand route information, maps, and other computerized transit information systems at transit stops and on the City’s Web site.

Policy f.8. Continue to provide cost-efficient, reliable transportation services to individuals with disabilities for whom the use of fixed-route public transit is difficult.

Program f.8.1. Work with MST to maintain the RIDES paratransit service.

Program f.8.2. Provide information about the RIDES program on the City’s Web site and in appropriate city publications.

g. Economic Considerations

Efficient movement of people and goods is critical to the economic health of Monterey. The transportation system provides invaluable services to the business community by allowing customers access to commercial areas and allowing businesses to deliver and receive goods. A key to economic vitality is maintaining and enhancing the connection between businesses and their customers, acknowledging that the pedestrian environment around a business is often more important than the traffic flow in front of a store. By increasing the use of alternative modes of transportation and reducing reliance on the automobile for commuting to work, business areas will be able to improve access and the availability of parking for customers, thereby enhancing economic vitality. Further development of the transportation system should improve access and the mobility of people throughout the community and strengthen this relationship.

Goal g. Provide a transportation system that supports the local economy.

Policy g.1. Provide pedestrian-friendly environments in the commercial business districts to extend the time spent in the commercial business districts and enhance the overall shopping experience.

Policy g.2. Do not allow auto-oriented level-of-service standards to negatively affect the shopping experience in commercial business districts.

Policy g.3. Direct visitor traffic entering the City on Fremont to use routes through downtown during off-peak times.

Policy g.3.a Direct traffic leaving Cannery Row to use David Avenue to go to Highway 1.

Policy g.4. Improve pedestrian experience in commercial areas.

Program g.4.1 Implement attractive streetscape designs and improve pedestrian and bicycle connections to the Recreation Trail.

Program g.4.2 Provide visual cues to draw pedestrians and bicyclists toward commercial areas along pedestrian and bicycle paths.

Policy g.5. Utilize the local transit system to serve the commercial business districts, providing visitors the best opportunity to enjoy local businesses.

Policy g.6. Improve the pedestrian environment along North Fremont Street.

Program g.6.1 Prepare and implement a North Fremont Streetscape Study.

Policy g.7. Improve the connection between Downtown and the Waterfront through the Alvarado Mall.

Program g.7.1. Work with the business community to provide a visual extension of Alvarado Street.

Program g.7.2. Make Alvarado Mall and Portola Plaza visually interesting places with activities that attract tourists and local residents.

h. Attractive Visitor Transportation Program (WAVE)

A key element of a tourist-friendly environment is avoiding the need for visitors to plan their transportation so they can simply go places and enjoy their visit. The limited parking supply near Cannery Row and roadway capacity through Lighthouse Tunnel limits the number of visitors that can

drive and park near the region’s biggest tourist attraction, the Monterey Bay Aquarium. As part of the coordinated transportation system, information devices will direct visitors to satellite parking sites east of the Lighthouse Tunnel served by the local transit system and connecting with the city’s primary tourist destinations. Residents are directly affected by traffic congestion caused by visitors making trips in their cars. Traffic congestion on the primary tourist routes indirectly affects residents when locals start using alternative routes through residential neighborhoods, especially during the summer tourist season. Visitors are more likely to use alternative modes of transportation than residents are. The short trips made by visitors are ideally suited for transit, especially if the trip enhances their experience of Monterey. This Circulation Element therefore targets programs directed at getting visitors out of their cars to minimize these traffic impacts on residents.

Goal h. Make public transportation in the City of Monterey an attractive alternative for tourists.

Policy h.1. Provide an exceptional local shuttle, scenic bicycle routes, and attractive pedestrian paths.

Program h.1.1. Use unique “niche” vehicles in the local transit system to differentiate this program from typical public transit service.

Program h.1.2. Create an attractive pedestrian environment on Del Monte Avenue near the downtown parking structures to encourage visitors to walk to the downtown and Fisherman’s Wharf.

Program h.1.3. Plan interactive, “smart” kiosks at the major parking structure exits to provide real-time shuttle information (i.e., schedule, vehicle tracking information,

attractions near stops) using innovative technology to maximize the user-friendly benefits of the local transit system.

Program h.1.4. Add public art along popular tourist routes to enhance the pedestrian experience, accentuate culture, and maintain the historic character of Monterey.

Program h.1.5. Provide comfortable seating with interpretive signs at adequate spacing along the Recreation Trail and other popular pedestrian routes.

Program h.1.6. Expand and enhance the “Path of History,” including new paths along Cannery Row and Lower Presidio.

Policy h.2. Adopt a taxi operations plan to ensure fair pricing, qualified drivers, clean and efficient service, especially to tourist destinations, hotels and the airport.

i. Rail and Air Transportation

The city’s primary gateways are congested highways. Traffic on Highways 1, 68, and 156 currently exceeds capacity. The development of alternative transportation connections to Monterey, coordinated with transit and other alternative transportation improvements within the city, can benefit Monterey by limiting the hours of congestion, improving air quality, and improving safety for motorists and pedestrians.

Direct rail service serving the San Francisco Bay Area can provide a vital connection to Monterey visitor attractions, benefiting residents as well. The Transportation Agency for Monterey County (TAMC) is currently working to fund a new direct rail service to the Monterey Peninsula. No direct inter-city rail service is currently provided to the

Monterey Peninsula. Amtrak operates a bus service between Monterey and the Diridon Rail Station in San Jose, providing connections to CalTrain and Amtrak's Capitol Corridor passenger rail service. Amtrak service is also offered from Salinas with MST bus service to the Monterey Peninsula.

Air transportation is an important regional mode of travel, connecting travelers to national as well as international destinations. Linking passenger and commercial air service with a multi-modal ground transportation system throughout the city can serve the mobility needs of residents and visitors, while reducing automobile trips. The City must actively work through the Airport District liaison, however, to ensure air transportation service does not adversely impact residential neighborhoods. Commercial and general aviation air service is currently provided to the Monterey Peninsula at the Monterey Peninsula Airport. National airlines and smaller feeder airlines serve the airport. Service is primarily provided to San Francisco and Los Angeles.

Goal i. Support the movement of people, goods, and services by other transportation facilities, such as air, rail, and water.

Policy i.1. Work with the Airport District and the hospitality industry to provide a direct and affordable transit service between the Monterey Peninsula Airport and the local shuttle service area to reduce congestion.

Policy i.2. Protect the potential for future rail transportation by supporting the efforts of the Transportation Agency for Monterey County (TAMC) to provide additional passenger rail service to the urban centers.

Program i.2.1. Plan to expand the local shuttle service area to nearby proposed rail stations.

Program i.2.2. Require grade separation crossings at all locations where rail service crosses a Class I bike route or the Recreation Trail.

Program i.2.3. Require grade separation crossings at all locations where rail service intersects with a major or minor arterial street.

Policy i.4. Provide safe crossings for bicycle and pedestrian trail and vehicle crossings along the rail line.

Program i.4.1. Restrict at-grade railroad crossings of proposed rail service within the City.

Policy i.5. Maintain the ability to restore rail service to the Monterey Peninsula.

Program i.5.1. Consider the compatibility of proposed land use developments with the establishment of future rail service into the City of Monterey.

Policy i.6. Balance the community's need for air transportation service with community safety and environmental needs.

Policy i.7. Direct vehicular traffic generated by airport land uses to arterial streets and highways and away from residential neighborhoods.

Program i.7.1. Work with the Airport District to implement alternatives to the use of Airport Road as an access road for non-aviation uses on the Airport grounds.

Policy i.8. Provide affordable shuttle service to the Monterey Peninsula Airport.

Policy i.9. Prohibit land-use activities that interfere with the safe operation of aircraft using the airport.

Policy i.10. Support improvements and operational changes at the airport that promote safety and noise reduction.

Program i.10.1. Actively work with the Airport District to maintain air service curfews.

Policy i.11. Plan for a multimodal facility in central Monterey that supports and encourages the use of long-range buses and airport shuttles, as well as local transit.

j. Monitoring

Monitoring allows the City to determine how much progress is being made toward achieving the Circulation Element Vision Statement. The Circulation Element is a long-range guide for the maintenance and improvement of the transportation system. Implementation of Circulation Element goals must be accomplished through a three-phased process of (1) establishing defined benchmarks or objectives, (2) monitoring and measuring policy impacts and results, and (3) developing response strategies should the City begin moving in a direction away from the Vision Statement. Continual collection of data analyzing how the different pieces of the transportation system are performing is critical to ensuring its efficient operation. The monitoring program must include strong language, identify funding sources when possible, and provide time lines for each program. Each policy and goal should have an associated program that assures corrective actions are taken if the City determines that it is not moving toward its goals.

Automobile levels of service (LOS) for a roadway facility generally fall into six letter-grade levels, with “A” describing smooth

traffic flow and “F” describing the lowest (gridlock). LOS F occurs when too many users want to use the facility at the same time. When looking at other modes of transportation (e.g., bicycle, transit, and pedestrian), poor service generally indicates too few users of the facility, that is, only those who absolutely have to bicycle will do so due to safety concerns, inconvenience, or inadequate facilities. The monitoring program will incorporate service standards that balance the assessment of how the transportation system is operating.

The policies in the Land Use Element concentrate growth in the local shuttle service area to take advantage of transit service throughout the city.

Goal j. Measure the effectiveness of the transportation system and its ability to safely move people and goods, not simply vehicles.

Policy j.1. Monitor changes in traffic volumes and mobility choices to assure that the community is moving toward the Circulation Element Vision. The Roadway Level of Service (LOS) Standard will apply to average (non-summer) conditions.

Program j.1.1. Develop and manage the city roadway system using a Level of Service standard of LOS = D on roadway segments that do not adequately serve alternative modes of transportation as shown in Table 6.

Program j.1.2. Accept level of service (LOS) standard LOS = E and LOS = F on roadway segments that are adequately served by alternative modes of transportation as shown in Table 6.

Policy j.2. Require an analysis of the effects of transportation for projects that may cause significant traffic impacts.

Program j.2.1. Define the traffic impact study area to be analyzed as all roadway segments where project traffic is expected to increase the existing traffic by two percent (2%) or more.

Program j.2.2. Define a project's traffic impact as significant if the roadway segment is expected to operate at LOS = E or LOS = F under cumulative traffic conditions during typical (i.e., non-summer) weekday traffic conditions.

Policy j.3. Require projects to build or fund a pro-rata share toward improvements necessary to mitigate significant traffic impacts.

Program j.3.1. Adopt a traffic impact fee ordinance used to define the pro-rata share of a development's impact on the transportation system.

Program j.3.2. Encourage projects to fully mitigate transportation impacts with financial contributions toward the WAVE for roadway segments served by the WAVE.

Program j.3.3. Encourage development projects within walking distance of WAVE service to mitigate transportation impacts with financial contributions toward the WAVE.

Policy j.4. Monitor accident rates and trends to identify locations for possible transportation safety improvements.

Table 6. Roadway Level of Service (LOS) Standard

Roadway Segment	<i>Roadway segment has a Class I/II bicycle route connecting to the Recreation Trail</i>	<i>Road is served by year-round transit service that operates during a.m. and p.m. peak commute hours with an average headway that does not exceed 20 minutes.</i>	LOS Standard
Auto Corridor	No	No	D
Bicycle Corridor	Yes	No	E
Transit Corridor	No	Yes	E
Multi-modal Segment	Yes	Yes	F-2*

*F-2 denotes that LOS=F conditions are not to exceed two consecutive hours at anytime during the day under typical weekday conditions.

Figure 5, Showing Street Classifications

Figure 6, Showing Visitor Routes

Figure 7, Showing Truck Routes

Housing Element

Action Program

Introduction

The Housing Element consists of goals, policies, and programs to meet Monterey's unique and specific position in the regional housing market. Monterey is mostly built out and is the central city for the Monterey Peninsula, so most newer housing is higher density and on previously developed sites. New housing is expensive because it typically requires removal of an existing use to provide a site. Monterey has a higher percentage of apartment and cluster housing and a higher incidence of renters than other cities in the county, so this Housing Element has strong policies to retain and build owner housing (policies not typically found in other Housing Elements). The Housing Element has recognized this need and has goals, policies, and programs to provide substantial opportunities for new housing development.

The State of California mandates that each city provide adequate sites to meet its portion of the statewide housing need. The State assigns a "fair share" number of housing units to the regional government (AMBAG) and the total is distributed among the various cities. This is an unfunded state mandate. The primary impediment to meeting Monterey's share of statewide housing goals is a virtual water moratorium imposed by another State agency. The City can not anticipate meeting these Housing Element goals without an adequate water supply. The City does not have any water available for new residential or commercial development until an additional water supply is found. The Housing Element goals are structured to provide housing opportunities if and when water is removed as a constraint to housing development. Monterey has an active and effective housing program. The City has exceeded its 1992–2002 fair-share goals for low- and moderate-income housing, rehabilitation, and conservation, as well as City goals for lower-income ownership. It has not met the fair-share goal for above-market-rate housing. Monterey is one of the few cities in the state that has met the low- and moderate-income housing goals but not the above-moderate-income goals.

The City of Monterey has for many years supported a wide variety of housing programs, including loans, grants, and write-down of land costs for the Monterey Housing Authority and nonprofit agencies, to support construction of low-cost housing; inclusionary zoning to provide low- and moderate-cost housing; and zoning for more apartments than will be built in the General Plan time frame. It has done so to provide the opportunity for the private market to construct low- and moderate-cost housing. In addition, the City assists social-service agencies and nonprofit housing providers in a wide range of housing services and construction needs. Unless otherwise specified, the programs in the Housing Element will be administered by the Community Development Department and funded by the General Fund, Community Development Block Grants, and Redevelopment Housing Funds.

Goals, Policies, and Programs

a. Home Ownership

The percentage of owner-occupied housing in Monterey declined from 52% in 1950 to an estimated 36% in 1990. Ownership increased to 39% in 2000, but the preponderance of new housing will be cluster or apartment units, with the potential to reduce owner occupancy to less than 25% at maximum General Plan build-out. By comparison, owner occupancy statewide has remained almost constant, with 54% in 1950 and 57% in 2000. Even though most new housing in Monterey will be multi-family housing, it is the intent of the Housing Element to maintain and encourage ownership housing opportunities.

The decreasing percentage of ownership housing results from two factors. First, the City is essentially built out, with a limited number of large vacant sites available for new housing construction. Second, many of the City's former single-family neighborhoods are now zoned for commercial or apartment development, and houses are being removed for commercial and apartment use.

The City has adopted policies to encourage preservation of existing single-family housing in apartment-zoned areas in order to preserve owner opportunities where the zoning would generally encourage removal of a potential owner unit.

Construction of new condominiums and conversion of apartments to condominiums are potential sources of new ownership housing. Many of the sites zoned for higher-density housing have view and other amenities which would make the site desirable to potential homeowners, and the Housing Element encourages owner housing in those circumstances. Housing Element sections on workforce housing have additional ownership housing policies.

Goal a. Promote construction of new ownership housing units and conservation of existing ownership housing units to maintain a balance between owner and rental units in Monterey.

Implementation Timeline: 2007

Policy a.1. Encourage the production of new ownership housing units.

Implementation Timeline: 2007

Program a.1.1. Primary emphasis on larger developable sites (larger than two acres) should be housing types which provide ownership opportunities for a wide range of incomes. The City will develop a list of larger developable sites and contact property owners to determine opportunities for housing construction.

Implementation Timeline: 2007

Program a.1.2. Maintain existing single-family zoning throughout the City, providing sites for 163 ownership units. Rezoning of single-family land to other uses should not occur without findings that the proposed use is more beneficial to the City than retaining single-family ownership opportunities.

Implementation Timeline: 2007

Program a.1.3. Inclusionary housing units in an ownership housing project should generally be ownership units unless findings can be made that rental units are more beneficial. Ownership inclusionary units are also encouraged in rental projects.

Implementation Timeline: 2004

Program a.1.4. Encourage and create development standards for new condominiums and ownership townhouses in R-3 and commercial

areas. Provide amenities desirable to owners, including larger units to house families with children. Develop height, design, and setback standards to encourage the most creative designs. Area Plans are encouraged to identify potential incentives and ways to implement the incentives.

Implementation Timeline: 2004

Program a.1.5. Encourage conversion of apartments to condominiums to provide ownership opportunities. The City will encourage conversion by evaluating and revising its condominium conversion standards. The City's inclusionary housing ordinance applies to all condominium conversion projects.

Implementation Timeline: 2005

Program a.1.6. Develop collaborative workforce housing programs with the major employers in Monterey and the region to provide targeted homeownership opportunities for employees (see Programs h.1.1 and h.1.2).

Implementation Timeline: 2005

Policy a.2. Encourage the conservation of existing home ownership opportunities, including moderate-income units.

Implementation Timeline: 2004

Program a.2.1. Develop zoning incentives to encourage retention of single-family houses in R-3 areas. An estimated 300 single-family houses could be conserved (rather than demolished or converted to apartment units). To encourage retention of single-family homes, the City will evaluate and revise its development standards. The City will also continue to allow additional floor area ratio for

single-family homes and eliminate additional parking requirements with building upgrades.

Implementation Timeline: 2005

Program a.2.2. Develop a program to allow a second ownership on existing R-3 lots to increase the stock of affordable housing, retaining the existing house where one is present and retaining neighborhood character. The program may use condominium, townhouse, or detached form of housing units, and shall utilize design and construction methods to maximize privacy and minimize sound transmission.

Implementation Timeline: 2005

Program a.2.3. Continue the Down Payment Assistance Program for approximately 10 units per year. Investigate opportunities to increase Down Payment Assistance loans for detached single-family houses.

Implementation Timeline: Ongoing

b. Rental Housing

Most new market-rate and lower-cost housing in Monterey is rental housing. Existing zoning provides the opportunity to construct an estimated 2,411 new multi-family housing units.

Most of the multi-family housing potential is in areas that are currently developed, either R-3-zoned areas which were formerly single-family neighborhoods or in commercially zoned areas that have existing single-family houses or commercial buildings. Because most of these sites require removal of an existing building before new housing can be constructed, land costs are high and growth of rental units has been gradual over the past eight years.

Mixed-use developments (apartments over

commercial use) or apartment projects in commercial areas typically provide the opportunity to build apartments in the lower price ranges and have the potential of serving very-low- and low-income renters. Since 1994, the City has increased allowable density and removed many of the impediments to mixed-use and apartment developments in commercial areas.

Goal b. Broaden the choice of rental housing types available to residents of Monterey in all price ranges and for all family sizes, while maintaining neighborhood compatibility and, where possible, using second units to encourage owner opportunities.

Implementation Timeline: 2005

Policy b.1. Provide the opportunity to construct new multi-family housing units in pockets of opportunity.

Implementation Timeline: Ongoing

Program b.1.1. Maintain multi-family densities at 30 units per acre in the R-3 zone. The Zoning Ordinance allows a theoretical maximum of 2,411 new units in R-3 zones, but not all sites are expected to develop to those maximum land uses.

Implementation Timeline: Ongoing

Program b.1.2. Revise the Zoning Ordinance to allow densities of 30 units per acre in commercial areas, with the potential for density bonuses as outlined in program i.1.2 (incentives). Mixed-use densities will allow at least 1,220 new mixed-use units, but not all commercial lots are expected to develop with mixed-use housing.

Implementation Timeline: 2004

Program b.1.3. Assist the Housing Authority, nonprofit agencies, and private developers in providing low- and very-low-income housing as opportunities become available, using the current housing plan as a basis for action.

The City will continue to provide assistance by streamlining the permit process. A staff member is assigned to coordinate City reviews. The City will also coordinate with the developer to help make the project financially feasible such as providing low interest loans and other incentives where affordable housing goals are being met.

Implementation Timeline: Ongoing

Program b.1.4. Investigate sites for opportunities to build or support low- and moderate-income housing units.

Implementation Timeline: 2004

Program b.1.5. Evaluate the existing stock of Section 8 units and encourage and support the Housing Authority and private market landlords to expand utilization of the Section 8 voucher program.

- Encourage the Housing Authority to grant 20% rent exceptions for the Monterey area to provide a greater housing choice for very low income renters.
- Encourage the Housing Authority to market the Section 8 Voucher programs to Monterey landlords.
- Encourage the Housing Authority to recruit more Section 8 assisted Monterey families into the Family Self-Sufficiency Program.

Implementation Timeline: 2005

Program b.1.6. Encourage affordable rents with the City’s Voluntary Rental Guidelines, but discourage citywide rent control.

Implementation Timeline: Ongoing

Program b.1.7. Require a minimum 5,000-square-foot lot size for new apartment development.

Implementation Timeline: Ongoing

c. Opportunities for Families with Children

The number of children under the age of 20 decreased substantially between 1990 and 2000. Apartment densities and floor area ratios generally result in small apartments without enough room or play areas for families with children. The number of single-family houses can be expected to decrease over time. As a result of these factors, family housing opportunities can be expected to diminish unless specific action is taken to provide units with adequate size and amenities for families with children. The main opportunities for family housing come from conservation of existing single-family units (see section d), providing housing types suitable for family housing, and providing some larger units in multi-family housing developments or condominiums.

Rental housing is the primary source of housing for lower- and moderate-income families. New apartment development should provide an adequate number of bedrooms and play areas for families. Condominium and ownership townhouse development can provide family opportunities if units and open space take family needs into account.

Goal c. Provide family housing opportunities on larger sites and for all income levels.

Implementation Timeline: Ongoing

Policy c.1. Encourage units suitable for family occupancy.

Implementation Timeline: Ongoing

Program c.1.1. Encourage units specifically designed for family occupancy on larger developable sites, except in senior citizen housing projects.

Implementation Timeline: Ongoing

Program c.1.2. Encourage larger units with two or more bedrooms and open spaces with sufficient area for children’s play in R-3 developments.

The City will continue to encourage family housing by requiring at least one-third of any housing development over 3 units to provide two or more bedrooms . All housing projects will continue to be required to provide open space giving residents an opportunity for outside activities.

Implementation Timeline: Ongoing

Program c.1.3. Encourage the Housing Authority and profit and nonprofit developers to build affordable housing for families with children whenever possible.

The City will discuss family housing needs with potential developers and the financial and processing incentives that are available.

Implementation Timeline: Ongoing

Program c.1.4. Encourage the Naval Postgraduate School to provide and add to family housing units at the Navy La Mesa Housing Area. Encourage the Army to retain family housing on the Presidio of Monterey.

The City will meet with the Navy and Army on a yearly basis to review development issues at the military installations and how to provide housing.

The City supports the military's proposal to rebuild its existing housing stock through the Residential Communities Initiative Program.

Implementation Timeline: Ongoing

d. Rehabilitation and Conservation Issues

An estimated 880 units in Monterey have serious deterioration, 2,140 units are clearly declining, and 4,830 units have deferred maintenance. The number of units is not expected to increase significantly by the end of the Housing Element time cycle (2008). There are two primary contributors to deterioration. First is the age of housing stock. An estimated 61% of the City's housing is over 40 years old. Second is the number of long-term homeowners who have difficulty affording maintenance and repairs. These owners often live in the oldest housing units in the City. Monterey has 438 inclusionary housing units with 34 multi-family units, which could be converted to market-rate rents in the next ten years.

Goal d. Encourage maintenance and rehabilitation of the entire housing stock. The City will continue to advertise rehabilitation programs on the City web page and provide brochures at the City library and housing office. The City will maintain a waiting list of persons interested in rehabilitation programs. When waiting lists are depleted, the City will advertise in the newspaper.

Implementation Timeline: 2005

Policy d.1. Provide rehabilitation assistance to low- and moderate-income

households and encourage privately funded rehabilitation wherever deterioration is present.

Implementation Timeline: Ongoing

Program d.1.1. Provide emergency major repair assistance to low- and moderate-income households.

Implementation Timeline: Ongoing

Program d.1.2. Provide rehabilitation assistance for approximately 8 Major Rehabilitation loans, 10 Emergency Loan repairs, and 15 Home Safety repair grants per year using Community Development Block Grant monies or other grants and funding sources.

Implementation Timeline: Ongoing

Program d.1.3. Continue the "Mr. Fixit" program to provide emergency repair assistance for minor repairs to an average of 10 units per year.

Implementation Timeline: Ongoing

Program d.1.4. Encourage private sector rehabilitation with the residential inspection program that inspects residential units at time of sale and provides information for rehabilitation at the property owners' discretion. Average inspections would be 300–350 units per year.

Implementation Timeline: Ongoing

Policy d.2. Conserve existing low- and moderate-cost housing units.

Implementation Timeline: Ongoing

Program d.2.1. Investigate the option of purchase of inclusionary housing units or other units to replace them. Investigate programs, nonprofit

sponsors, and funding sources to retain lower-income housing units at risk of conversion to market-rate rents.

Implementation Timeline: 2005

Program d.2.2. Maintain the affordability of low and moderate income rental units under the Inclusionary Housing Program through the use of deed restrictions and continue to implement the Purchase and Resale Program for owner occupied inclusionary units.

Implementation Timeline: Ongoing

Program d.2.3. Continue to monitor at-risk units and gauge interest in renewal through individual contacts and surveys. Meet with property owners to strategize what package of incentives would retain the affordable units.

Implementation Timeline: Ongoing

Program d.2.4. Create and maintain a formal list of entities interested in purchasing or managing affordable housing units.

Implementation Timeline: 2004

Program d.2.5. Prioritize funding or acquire funding to assist nonprofits to purchase units that may be lost from the Inclusionary Program or acquire replacement units.

Implementation Timeline: 2004

Program d.2.6. Analyze the feasibility of utilizing a City sponsored rental rehabilitation program to encourage at-risk units to be retained.

Implementation Timeline: 2004

Program d.2.7. Reduce, waive or subsidize local fees associated with preservation or replacement of at risk units.

Implementation Timeline: 2004

e. Equal Housing Opportunities

Monterey's minority group population is generally distributed throughout the City. The City's housing mediation service has not processed an equal opportunity complaint over the past 12 months. The US and California Constitutions guarantee certain housing rights to all residents. These include the freedom to choose a home within the economic capacity of the household unhindered by discrimination.

Goal e. Provide for fair and equal housing opportunities for all persons, regardless of age, sex, family size, race, creed, color, or national origin.

Implementation Timeline: Ongoing

Policy e.1. Assure that all persons in Monterey receive equal housing opportunities. Promote equal housing opportunities by making this information available at the City library, Housing Department office and social service providers. Also, provide this information on the City's web page.

Implementation Timeline: 2004

Program e.1.1. Cooperate in countywide fair housing activities and federal government programs that emphasize educational and counseling activities.

Implementation Timeline: Ongoing

Program e.1.2. Provide contract fair housing mediation for all fair housing complaints and questions. (The City's 2002 goal provided for 196 rental

mediation services to very low/low income persons annually per year.)

Implementation Timeline: Ongoing

Program e.1.3. Distribute available housing subsidies to sites throughout the City to avoid concentrations of subsidized housing. Inclusionary housing units should be built on the site of market-rate housing. Pursue opportunities in all areas of the City through the City's Housing Assistance Plan. Inclusionary housing should be compatible with the surrounding neighborhood.

Implementation Timeline: Ongoing

Program e.1.4. Advertise fair housing mediation services. Notify social service agencies of programs. Advertise programs consistent with the City's Housing Participation Plan.

Implementation Timeline: Ongoing

Policy e.1.5. Continue to provide on-line applications for the City's Purchase and Resale program waiting list to market affordable housing units on the City's web site.

Implementation Timeline: Ongoing

Program e.1.6. Continue to provide service referrals.

Implementation Timeline: Ongoing

Program e.1.7. Continue to distribute Section 8 applications at the City's Housing Division and have staff available to help applicants with the process.

Implementation Timeline: Ongoing

f. Special Housing Needs

Housing for the Elderly. In 2000, 20% of the

population was over 60 years old, an increase from 15% in 1990. The main housing concern among elderly renter households is overpaying for housing. Elderly ownership households have a low incidence of overpaying, defined as spending more than 30% of household income for housing. The need for elderly housing programs is a concern of both the public and private sectors.

Single-Parent Head of Household. In 2000, 4.4% of the households in Monterey had single-parent heads of household with children, virtually unchanged since 1990. The main concern among these households is overpaying. In addition, 11% of Monterey households have single-parent heads of household over 65 living alone. While there are no special programs targeted toward single-parent heads of household, new policies for larger multi-family units will help single-parent heads of household with children. The opportunity to construct lower-cost, multi-family units will help single-parent-headed and elderly households overpaying for housing.

Disabled Households. The State defines disabled households as those having a householder with an employment or transportation disability. There is a significant overlap between disabled households and elderly households. In Monterey, one problem facing disabled people is the predominance of apartments built over parking, which creates, in effect, second-story units that are hard for the disabled to reach. The percentage of disabled households in Monterey is 9.1%, slightly less than in the County and approximately half the statewide percentage. The public and private elderly housing projects in Monterey all have provisions for disabled seniors.

Overcrowding/Large Families.

Overcrowding is defined as more than 1.01

persons per room. It is primarily associated with large households, but it can also be an issue with smaller families in small rental units. Monterey has a low incidence of overcrowding when compared to the County and the State. While there are no special programs that address overcrowding, the provisions encouraging affordable rental housing may reduce the potential for overcrowding by smaller families in very small units.

Homeless Persons and Families. The City of Monterey has an average of 140 homeless people at any one time. Inability to pay rent or move-in costs was the main reason for homelessness, which would indicate that low- and moderate-cost housing is one of the primary solutions to homelessness. The opportunity to construct lower-cost multi-family housing would assist in these cases. The immediate need of emergency housing for the homeless can be met by the provision of emergency shelters.

Special Needs Housing Goals

Goal f. Remain sensitive to the needs of the elderly, single-parent-headed households, the disabled, and large families, and develop positive programs to assist the homeless.

Policy f.1. Encourage construction of housing units that provide for special needs.

Implementation Timeline: 2004

Program f.1.1. Provide for needs of special housing needs groups in preparing the Consolidated Plan, in reviewing private development projects, and in City-assisted housing projects.

Implementation Timeline: Ongoing

Program f.1.2. Market low- and moderate-income housing programs

through the use of direct advertising including but not limited to: website, referrals, brochures, newspapers, and other media.

Implementation Timeline: Ongoing

Program f.1.3. Encourage the schools, students, and senior citizen groups to cooperate with the City sponsored house-share roommate matching service to take advantage of underutilized homes in Monterey.

Implementation Timeline: 2006

Program f.1.4. Develop a program of emergency grants or loans to assist low-income households that are threatened with eviction. Provide funds on a one-time basis to assist households that could remain in their rental housing units if back rent is paid.

Implementation Timeline: 2005

Program f.1.5. Provide City assistance to non-profit providers of services and temporary housing to Monterey homeless.

Implementation Timeline: Ongoing

Program f.1.6. Amend the City's Zoning Code to provide individuals with disabilities reasonable accommodation in rules, policies, practices, and procedures that may be necessary to ensure equal access to housing. The purpose of this is to provide a process for individuals with disabilities to make requests for reasonable accommodation in regard to relief from the various land use, zoning, or building laws of the City.

Implementation Timeline: 2004

Program f.1.7. Appoint a staff person to work with disabled persons who are proposing improvements to accommodate their needs. The purpose is to streamline the permit review process if needed.

Implementation Timeline: 2005

Program f.1.8. Review and revise the City's zoning ordinance to provide flexibility when meeting ADA retrofit requirements.

Implementation Timeline: 2005

Program f.1.9. Investigate and define siting and operating criteria and development standards for emergency shelters in the City's commercial and industrial zoning districts.

Implementation Timeline: 2005

g. Adequate Sites Analysis

State law requires the Housing Element to identify "adequate sites" with appropriate zoning and public services to allow development of a variety of housing types for all income levels. Existing zoning allows the capacity to meet the overall fair share and enables the types of units most likely to support the fair share of very-low-, low-, and moderate-income housing.

The Housing Element provides for the opportunity to construct housing for all income groups. Nearly all-new housing in the City will be built by private developers at market rates. The City can only provide the opportunity for private developers to build unit types, which could provide for various income levels. The mixed-use designation provides the opportunity to construct very-low- and low-cost units. The multi-family units designation provides the opportunity to construct very-low-, low-, and moderate-cost units. The single-family unit designation provides the opportunity to

construct above-moderate-cost units.

The available sites analysis in the Housing Element Technical Report identifies the realistic potential to construct 500 new multiple-family units. At least 1,220 mixed-use units can be constructed, which are the most likely to provide very-low- and low-cost housing. The balance could be expected to provide low-, moderate-, and above-moderate-cost housing, including the potential for moderate-cost housing. Virtually all of these sites have adequate City-provided infrastructure (except for water) to allow construction within the Housing Element time period.

Additional information about adequate sites can be found in the Housing Element Background Report (Section VI, Housing Opportunities) and Land Use Element Goal b and Policy b.1 and Programs b.1.1-b.1.4 that was adopted in January 2005.

Goal g. Provide adequate sites to build new housing units for all income levels and to meet the City's fair share of housing needs for the year 2008.

Implementation Timeline: Ongoing

Policy g.1. Meet the Association of Monterey Bay Area Governments (AMBAG) Fair Share of regional housing needs for the year 2008.

Implementation Timeline: Today - 2007

Program g.1.1. Retain the zoning capacity to meet the AMBAG Fair Share housing goal between January 1, 2000 and July 1, 2008.

Implementation Timeline: Ongoing

Program g.1.2. Retain the opportunity to construct the fair-share requirement of 296 very-low-, 248 low-, 319 moderate-cost, and 357 above moderate housing units with excess zoning capacity for mixed-use

housing, apartments in commercial zones, and apartments in R-3 zones.

Implementation Timeline: 2003

Policy g.2. Investigate and develop a plan to encourage exceptional design and innovative solutions for housing style, which would be appropriate for the City of Monterey.

Implementation Timeline: 2004

h. Workforce Housing

The AMBAG Regional Housing Needs Assignment (RHNA) identifies a citywide need of 621 units to address jobs-housing imbalance issues. The Mayors' Ad Hoc Committee identifies the need for housing working middle-class and visitor-service employees as a high priority and encourages increased collaboration between the private, nonprofit, and public sectors. The Economic Element identifies housing workers at all income levels as a key to attracting and retaining employees with the skills needed to maintain Monterey businesses.

Goal h. Provide housing that specifically meets the need of the Monterey workforce.

Implementation Timeline: 2005

Policy h.1. Design a program with Monterey employers to pool resources to develop workforce housing.

Implementation Timeline: 2005

Program h.1.1. Encourage workforce housing programs for major Monterey employers, utilizing land and other resources available to those employers that could be devoted to workforce housing. Develop a program where land costs are removed or reduced as a cost of housing. Provide both owner and renter housing with a requirement for permanent cost reductions. The

City of Monterey will take the lead in creating this program.

Implementation Timeline: 2005

Program h.1.2. Encourage workforce housing programs by the City of Monterey for Monterey City employees.

Implementation Timeline: 2007

Program h.1.3. Utilize zoning tools such as Planned Unit Developments and Planned Community Zoning to provide flexibility in designing infill housing on larger development sites.

Implementation Timeline: 2004

i. Housing Incentive Programs and Inclusionary Housing Program

The City has adopted an inclusionary housing ordinance to assure that new housing construction also includes affordable housing units. In addition to the inclusionary provisions, the City has offered significant incentives, including financial support, parking relief, increased density, and modification of site development standards, to projects which provide substantial affordable housing in excess of the minimum inclusionary units. The incentive program is intended to provide assistance to projects, which meet the broad goals of the Housing Element.

Housing Incentive and Inclusionary Programs

Goal i. Provide incentives for affordable housing, workforce housing, and ownership housing to meet the unique needs identified in the Housing Element. Provide incentives to complement the inclusionary housing program, with a particular goal of maintaining inclusionary housing in perpetuity and increasing the percentage of affordable units. Parking adjustment

incentives should not impact residential neighborhoods.

Implementation Timeline: 2004

Policy i.1. Provide incentives to meet the City's unique housing needs in excess of the requirements in the inclusionary housing ordinance.

Implementation Timeline: 2004

Program i.1.1. Develop a housing incentive program to meet the most significant housing needs. The City of Monterey shall identify eligible housing types, areas, mixed use areas (emphasis on housing opportunity areas), areas where incentives should be emphasized, funding sources, and specific housing needs to be met. Incentives may include fast track processing, zoning flexibility, water allocation priority, funding, parking adjustments, and cooperative agreements with developers and nonprofit agencies.

Implementation Timeline: 2004

Program i.1.2. Allow appropriate density bonuses in the City's commercial districts.

- Density bonuses in excess of 25% may be allowed for projects that exceed City inclusionary housing percentages or the state-mandated criteria for low-income, moderate-income, and special-needs housing.
- Projects which receive density bonuses shall maintain affordability for the life of the project.

Implementation Timeline: 2004

Program i.1.3. Give preference in the City's water allocation process to

projects meeting fair-share housing goals.

Implementation Timeline: Ongoing

Program i.1.4. Explore alternatives other than density bonus allowed in State law (Sections 65915) to meet affordable housing goals.

Implementation Timeline: 2004

Policy i.2. Continue the City's housing program to provide affordable housing throughout Monterey and promote voluntary private efforts to develop affordable housing. Implement the program with an ordinance that would either require inclusionary housing and fees (Program i.1.2.) and/or a fee program (Program 1.2.2).

Implementation Timeline: 2004

Program i.2.1. Provide a minimum of 20% permanently affordable low- and moderate-income units for any project with 6 or more new housing units or for condominium conversion. Investigate a housing impact fee for new residential units or condominium conversions with less than the 6-unit minimum. Investigate a housing impact fee for construction or expansion of non-residential projects based on the City's need for affordable and workforce housing. Fees will be used to support City housing programs.

Any residential project may satisfy the fee requirement by providing a minimum of 20% inclusionary housing units.

Program i.2.2. Investigate a housing impact fee for new residential units, condominium conversions, and non-residential projects based on the City's need for affordable and workforce housing. Fees will be used to support City housing programs.

Any residential project may satisfy the fee requirement by providing a minimum of 20% inclusionary housing units.

Policy i.3. Any housing developed on City owned land or financed with City housing funds shall be entirely and permanently affordable/workforce housing.

j. Community Housing Trust

Housing trusts are cooperative agreements between counties, cities within the county, and private employers to provide funding sources for new housing. A trust has the distinct advantage of meeting housing needs specific to a countywide geographic area and sub areas within the county.

Goal j. Investigate a community housing trust to meet the need for workforce housing and other housing needs.

Implementation Timeline: 2005

k. Water

Goal k. Develop alternatives for long-term water supply both within and outside the framework of the Water Management District and the California American Water Company.

Conservation Element

INTRODUCTION

The Conservation Element provides direction regarding the conservation, development, and utilization of natural resources. Its requirements overlap those of other General Plan Elements. The Conservation Element is distinguished as being primarily concerned with natural resources. Since Monterey is largely a built-out community and the natural resources are an integral part of the City's setting, economy, and physical development, many Conservation Element goals are covered in the Urban Design Element, Open Space Element, Safety Element, and Land Use Element. Soil and landslide hazards, including erosion, are covered in the Safety Element. Flood hazards are included in the Safety Element. There are no commercial forests, agricultural lands, or mineral resources of economic value classified under the Surface Mining and Geology Act within the City.

The subjects covered in this Conservation Element are water supply, water quality, air quality, flora and fauna and marine resources, and energy conservation.

Protection of the City's natural resources is a City goal. Policies and programs should reflect this goal by providing ways to conserve and manage natural resources. Achievement of this goal will result in maintaining and enhancing the quality of life valued by residents and visitors.

Goals, Policies, and Programs

a. Water Supply

Lack of available water is a primary obstacle to meeting General Plan goals; therefore, it must be the goal of the City of Monterey and this Plan to obtain a long-term, sustainable water supply, including evaluation of water supply options outside the present Monterey Peninsula Water Management District (MPWMD) framework. Water is supplied to most of the Monterey Peninsula by the California American Water Company (Cal Am) through wells in Carmel Valley, dams on the Carmel River, and a well on the Seaside Aquifer. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the District.

Most cities in the Cal Am service area have approached or reached the limit of available water. Monterey has reached the limits of its allocation and has very little water available to meet housing, economic, and public facility goals. The MPWMD has not provided a stable, long-term source of water, and many of the alternatives proposed by the District would provide only enough water for short-term needs. This Plan requires actions to provide adequate water supplies.

Prior to 1995, Cal Am water production was based in major part on an historic pumping of approximately 14,106-acre feet of water from the Carmel River. The State Water Resources Control Board determined in 1995 that Cal Am has the legal right to 3,376-acre feet of Carmel River aquifer water and ordered Cal Am to ultimately reduce its pumping to 3,376 acre feet. Cal Am may pump 11,285-acre feet of Carmel River water on an interim basis as long as there is a diligent effort by Cal Am and by the District to find water sources to replace the shortfall. The State Board also ordered that any water supply developed in the Cal Am service area must first replace the

10,730 acre feet shortfall before more water could be allocated to cities for use.

The MPWMD has established water allocations for cities and jurisdictions within its district, but these allocations are superseded by the State Water Resources Board interim limit of 11, 285 acre feet. Combined with the currently allowed pumping limit set by the MPWMD of 4,000 feet from the Seaside Aquifer, the water available for use stands at 15,285 acre feet. The City of Monterey has established an internal allocation system, whereby water allotments are established for residential, commercial and industrial uses. It also maintains a portion of the total allocation as a citywide reserve.

The MPWMD has been evaluating a new dam on the Carmel River and other potential ways to increase water supply, such as storm water diversion, desalination, or reclaimed water.

Goals and policies for water supply are addressed in the Public Facilities Element.

b. Water Quality

Pollutants contained in urban stormwater runoff are “non-point source” pollution. These include metals, organic wastes, pesticides, and a variety of other pollutants, which are carried into the drainage system by stormwater runoff. The City has developed a Model Urban Runoff Program in conjunction with other local government agencies. This program is used as a nationwide model for managing runoff in small communities.

Goal b.1. Protect creeks, lakes, wetlands, beaches, and Monterey Bay from pollutants discharged to the storm drain system.

Policy b.1. Continue public education and outreach programs to eliminate use of storm drains for dumping hazardous or inappropriate wastes, such as used motor oil.

Policy b.2. Minimize particulate matter pollution with erosion and sediment control in waterways and on construction sites and with regular street sweeping on City streets.

Policy b.3. Minimize development or removal of vegetation on areas particularly susceptible to erosion, such as steep slopes, and require programs to minimize erosion when development occurs in these areas.

Policy b.4. Retain and restore wetlands, riparian areas, and other habitats, which provide remediation for degraded water quality.

c. Air Quality

The air quality in Monterey is generally excellent, and it is the goal of this General Plan to keep it that way.

Pollutants enter the air from either mobile sources such as automobiles, trucks, buses and planes, or from fixed sources such as industrial uses. Auto related transportation, including cars, trucks and buses, constitutes the highest percentage of all pollutants emitted.

Air quality is monitored under the Federal Clean Air Act and California Clean Air Act. The Monterey Bay Unified Air Pollution Control District is one of 35 statewide districts established to meet California Clean Air Act Standards in 2001. In 2000-2001, the Monterey Bay Region met all Federal Standards but it has been in moderate noncompliance with State Ozone and PM₁₀ (smog precursor and inhaleable particle) standards with less than 3 days per year of noncompliance for each pollutant.

The District Air Quality Management Plan was adopted in 1991 and updated in 2000. The Plan has standards for fixed source generators, which would maintain compliance with State Air Quality Standards. The Plan is based on AMBAG

population projections and assumes that air quality standards will be met if population remains within the AMBAG projections.

The Air Quality District can only adopt standards for fixed base generators, but it is mobile sources that create most of the air pollution. The General Plan has many policies to reduce the number of vehicle trips in the Energy Conservation Section of this Element and in the Circulation Element and Land Use Element.

Goal c. Reduce fixed source and transportation-based air pollution.

Policy c.1. Reduce air pollution generated by motor vehicles by encouraging the use of public transit, car-pooling, bicycles, and walking as alternatives. Policies to achieve these goals are found in the Circulation Element.

Policy c.2. Consider air quality impacts resulting from proximity of residential, commercial and industrial development in the City's development review process, primarily the California Environmental Quality Act.

Policy c.3. Promote cooperation with local and State agencies to develop programs to reduce sources of air pollution.

d. Flora and Fauna and Marine Resources

The City of Monterey is an urban community, which has developed over a 200-year period with a diverse natural environment. The interface between the natural and manmade environment is part of what makes Monterey a special place.

The Pacific Ocean forms the northern boundary of the City and is both a natural resource and an important community asset. The City's entire coastline is adjacent to the

National Marine Sanctuary.

The land environment includes several vegetative communities/habitats, such as grasslands, central dune scrub, coastal foredune, coastal prairie, coastal scrub, maritime chaparral, mixed Monterey pine forest, Monterey pine forest, mixed chaparral, oak savanna, oak woodland, and riparian/wetland. A wide variety of plants and animals are located within this environment.

Goal d. Protect the character and composition of existing native vegetative communities. Conserve, manage, and restore habitats for endangered species, and protect biological diversity represented by special-status plant and wildlife species.

Policy d.1. Protect existing native plants and promote the use of locally occurring, native vegetation for public and private landscaping and revegetation efforts.

Program d.1.1. Develop a public education program promoting the use of native plants and addressing major plant diseases. The materials shall include a list of recommended species for planting and the California Exotic Pest Plant list, and shall address prevention and management strategies for vegetation pathogens such as pitch canker and sudden oak disease.

Policy d.2. Discourage the use of plant species on the California Exotic Pest Plant Council lists.

Program d.2.1. Discourage the use of invasive plant species (those listed on Exotic Pest Plant List A and B within publicly owned and within moderate- and high-value habitats (see map); and those listed on List A in any location) by public and private

entities in landscape planting plans submitted for review.

Policy d.3 Protect existing sensitive habitats by careful planning to avoid and/or mitigate significant impacts to habitat areas identified as having high and moderate biological values.

Policy d.4. Protect and manage habitats that support special-status species, are of high biological diversity, or are unusual or regionally restricted. Prepare biotic reports or habitat management plans as needed to ensure protection of habitat values.

Policy d.5. Reduce biotic impacts to a less-than-significant level on project sites by ensuring that mitigation measures identified in biotic reports are incorporated as conditions of approval for development projects. Compliance with the City Tree Ordinance is the mechanism that will be used to address impacts of tree removals. As mitigation for significant impacts, avoidance, replacement, restoration of habitats on- or off-site, or other measures may be required.

Policy d.6. Within identified habitat areas with high biological value, the City will provide for a focused evaluation of areas identified as appropriate habitat for special-status species during the project review and approval process.

Program d.6.1. Prepare a Monterey Pine Management Plan for the Monterey pine forest existing in the City. The goal of this plan is to prevent further genetic contamination and preserve the health and viability of the forest.

Program d.6.2. Prepare a Dune and Beach Restoration and Management Plan. This plan will

provide a long-term strategy to retain or improve the condition of this resource within the dunes and beaches.

Program d.6.3. Prepare a Riparian and Stream Corridor Restoration and Management Plan. The plan should coordinate efforts between the various government agencies and property owners.

Program d.6.4. Consider developing a habitat impact mitigation fee to restore high-value biological areas.

Program d.6.5. Provide information to the public about special-status species and the habitats that support them.

Program d.6.6. Proceed with Master Plan for Ed Ricketts Underwater Park.

e. Energy

The intent of this plan is to encourage an effective and efficient use of energy in all its critical forms by public and private users alike. The two primary sources of energy use are heating and air conditioning for buildings and vehicle transportation.

Building energy conservation has been improved significantly by State Building Code requirements over the past 20 years. Vehicular energy conservation has been significantly improved by Federal and State fuel economy standards. The Circulation and Land Use Elements have the primary roles of further addressing vehicle energy conservation by identifying alternatives to automobile trip generation and by establishing concentrated development where residents, employees, and visitors can reach many destinations without an automobile trip.

Goal e. Encourage the effective and

efficient use of energy in all its critical forms by public and private users alike.

Policy e.1. Encourage energy sources, which provide part or all of the energy needed for buildings.

Program e.1.1. Consider aesthetically compatible independent energy sources in new public and private buildings.

Program e.1.2. Encourage energy retrofitting in existing residential and commercial structures.

Policy e.2. Educate the public about energy conservation.

Program e.2.1. Support public education activities that dramatize cost-saving benefits of energy conservation to local consumers.

Program e.2.2. Encourage the hotel, motel, and restaurant associations to maintain an energy conservation program on a continual basis.

Policy e.3. Work with other local, state and federal agencies, public utilities and community organizations to implement energy conservation and longer-range renewable energy development programs.

Figure 8, Showing Special Status Species Occurrences

Figure 9, Showing Habitat Management Areas

Open Space Element

INTRODUCTION

The Open Space Element is a required General Plan Element. It guides the preservation and conservation of open space land. State law defines open space land as any land or water that is essentially unimproved and devoted to open-space use.

The City has an extensive open space network extending from the Monterey Bay to the ring of hillsides surrounding the City. The City's most important open space resources are the Monterey Bay and surrounding wooded hillsides. The bay is the focal point of the community as well as part of its economic foundation. It supports the commercial fishing industry and scientific research. Visitors and residents also enjoy recreational activities such as sailing, kayaking, diving, snorkeling, and recreational fishing on the bay, helping make Monterey a tourist destination.

The shoreline and beaches provide access to the bay as well as opportunities for the public to enjoy the ocean. The City is also pursuing restoration of the natural dune habitat along some areas of the beach.

Two large lakes are located in the City—Lake El Estero and Del Monte Lake—and two lakes—Roberts Lake and Laguna Grande—are located directly adjacent to the City's eastern border within the City of Seaside. These lakes create a beautiful scenic entrance into the community. They also provide habitat for plants and animals and are a natural flood protection mechanism. The City stocks Lake El Estero with fish, which helps create this habitat. Residents and visitors are able to use the lakes for fishing and some recreation such as the paddleboats on Lake El Estero.

Greenbelts create a beautiful setting and preserve a number of natural resources including Monterey Pine trees. These greenbelts are located both in the City as well as Monterey County. The County's greenbelts are the hillsides and ridgelines that frame the City. The Urban Design Element encourages preservation of these forested hillsides as an essential element of the City setting. The City's greenbelts provide open space directly adjacent to developed areas. The City has an extensive active park system, which complements this open space network.

The open space resources of the City are also addressed in the Urban Design and Conservation Elements. The Urban Design Element focuses on the visual attributes of open space. The Conservation Element addresses habitat and wildlife issues related to open space. This Element recognizes the visual importance of open space as well as its potential to preserve natural resources, allow people to utilize natural resources (such as fishing), and provide opportunities for outdoor recreation. A key new area of emphasis is linking the open spaces for both public use and as habitat.

Goals and Policies

a. Monterey Bay

The Monterey Bay is the City's most significant natural resource. It is the visual focal point of the City and home to a wide variety of marine life and birds. The bay is important to the City's fishing and research industries as well as for recreational use.

Goal a. Preserve the Monterey Bay as the City's most significant natural resource.

Policy a.1. Support industries that contribute to the appreciation of the Monterey Bay's resources, including, but not limited to, the commercial fishing industry and research activities, and tourism.

Policy a.2. Protect the marine habitats of Monterey Bay in cooperation with State and Federal agencies.

Policy a.3. Protect the views into Monterey Bay.

b. Shoreline and Beaches

The City's shoreline invites both active and passive uses. Active use facilities include the wharves, the marina, boat docks, various boat launch areas, and public use beach areas. The City has several shoreline parks including San Carlos Beach Park, Fisherman's Shoreline Park, Monterey Bay Recreational Trail, Del Monte Beach, and Monterey Bay Park.

In addition to these active beaches, the Navy has an area reserved for dune restoration along the beach, east of Sloat Avenue. This area is protected from pedestrians and is an effort to preserve the dune habitat.

Goal b. Recognize the importance of the shoreline and beaches in providing access to the Monterey Bay as well as preserving specific areas for habitat conservation.

Policy b.1. Maintain the City shoreline and beaches for recreation use and support facilities.

Policy b.2. Preserve the City's active use areas adjacent to the Monterey Bay, including, but not limited to, the wharves, boat access facilities, and piers.

Policy b.3. Support Navy and other efforts to restore the dunes adjacent to Del Monte Avenue for habitat conservation purposes, including the Navy property east of Sloat Avenue.

Policy b.4. Protect views of the Monterey Bay from Monterey Bay and Shoreline Parks.

c. Greenbelts

The City's greenbelts form the backdrop of the City and extend from the Monterey Bay to the hillsides. They provide a visual break from urban development as well as serve as wildlife corridors.

Goal c. Preserve greenbelts to ensure an overall visual impression of open space on the hillsides above Monterey, between neighborhoods and along major transportation corridors.

Policy c.1. Maintain greenbelts as open space.

Policy c.2. Coordinate with the County to preserve greenbelts, which form the backdrop of Monterey.

Policy c.3. Work with the County and others to preserve Monterey Pines where possible.

Figure 10, Showing Parks, Recreation, and Open Spaces

d. Lakes

Lakes have multiple functions. They provide a pleasant visual entry into the city, habitat for plants and animals, flood protection, and recreation opportunities.

Goal d. Preserve and improve lakes and waterways as important visual, habitat, flood protection, and recreation resources.

Policy d.1. Continue to preserve Lake El Estero, Del Monte Lake, Roberts Lake, Laguna Grande, Washerwoman’s Pond, and Lagunita Mirada as visual open space features.

Policy d.2. Recognize that Del Monte Lake is a key entrance feature into the City of Monterey and work with U.S. Naval Postgraduate School to remove physical and visual barriers to the lake.

Policy d.3. Maintain the lakes and waterways as flood control features for the City.

Policy d.4. Protect native plants, animals, and native habitats in Lake El Estero, Del Monte Lake, and Laguna Grande.

Policy d.5. Continue to support and enhance the public use of the City's lakes. Manage non-native wildlife such as Canadian Geese.

Policy d.6. Continue to allow active recreational use of the lakes.

Policy d.7. Work with the City of Seaside to preserve and enhance Roberts Lake and Laguna Grande.

e. Streams

A number of intermittent streams are located in the City of Monterey.

Goal e. Ensure streams continue to function as natural flood control channels and habitat for native plants and animals.

Policy e.1. Maintain the City's streams by controlling erosion.

Policy e.2. Restore vegetation adjacent to streams with native plants to ensure a balanced ecosystem (which may include removal of non-native species).

Policy e.3. Encourage pedestrian access along streams where appropriate.

f. Active Parks

The City of Monterey has provided its citizenry with a well-balanced and healthy park and recreation system. In many ways, the City’s park system is the cornerstone of the community as it provides places for residents to gather.

Goal f. Maintain and enhance the park system for City residents and visitors.

Policy f.1. Maintain the Parks and Recreation Master Plan to outline the City’s current and future priorities.

Policy f.2. Acquire and retain land for current and future parks and recreation open space to serve residents’ needs.

Policy f.3. Plan, acquire, design, develop, and maintain areas and facilities to meet the leisure and aesthetic needs of the residents of the City.

Policy f.4. Provide a wide variety of quality leisure activity opportunities for all residents of the City.

Policy f.5. Be flexible in providing for special needs as dictated by current trends

and changing interests of the citizens of Monterey.

Policy f.6. Provide ongoing efficient and effective design, development, renovation, and management of visually aesthetic and functional park areas and facilities.

Policy f.7. Coordinate public and private agencies and community groups in the planning and development of park and recreation programs and facilities.

Policy f.8. Maintain our parks in excellent condition.

g. Linkages

The City has developed an extensive network of open spaces over the past years. A particular emphasis is connecting those open spaces both for public access, connecting with pedestrian and bicycle resources, and for habitat conservation.

Goal g. Connect existing and future open spaces.

Policy g.1. Create a trail plan to link existing open spaces and pedestrian areas with trails for public use.

Policy g.2. Link open spaces to provide habitat protection.

Safety Element

INTRODUCTION

The purposes of the Safety Element are: (1) identify and describe the nature of potential hazards within the planning area, and (2) streamline the environmental impact reporting process by using this element as a guide to the level of detail and types of environmental data needed. The pertinent areas examined in this element are: seismic, geologic, flood, fire, aircraft, criminal, and emergency preparedness.

There is no such thing as a hazard-free environment. Natural and man-made hazards of some kind and degree are always present. Efforts can be undertaken, however, to reduce the consequences of known hazards and to minimize injury and damage to property. Appropriate land use planning policies for potential environmental hazards will have a strong emphasis on personal safety and judgments of how much risk or damage to property is acceptable. The first step is recognizing the presence of potential hazards. The second step is evaluating the severity and frequency, as well as the characteristics of the area involved. This evaluation may require considerable effort and should also take into account the cost/benefit ratio of reducing or minimizing the hazard.

Goals and Policies

a. Seismic Hazards

Earthquake activity can be expected in the future from active or potentially active faults. The State General Plan Guidelines recommend that the City review a number of data sources prior to preparing the Safety Element. The 1972 Alquist-Priolo Earthquake Fault Zoning Act maps do not identify any hazard area within the City. The geology report for the 1983 General Plan identified portions of the potentially active Navy, Berwick Canyon, and Chupines faults within the City's planning area. Geologic reports for the 2000 Monterey County General Plan update show only the Chupines Fault. There is another study underway sponsored by USGS investigating the San Gregorio fault partially located within the Monterey Bay. 1994 maps prepared for the National Earthquake Hazards Reduction Program show a series of potential faults.

The State Geologist is currently preparing maps to identify hazards from potential ground shaking, liquefaction, earthquake-triggered landslide and other identifiable earthquake related hazards in compliance with the Seismic Hazards Mapping Act. These are expected to be the definitive seismic maps, but they have not yet been published for Monterey. The General Plan policies anticipate the final adoption of the Seismic Hazards Mapping Act maps and subsequent mapping.

Unreinforced masonry buildings (generally brick, adobe, stone, and concrete buildings without reinforcement) are a potential hazard in an earthquake. The City has adopted a seismic retrofit ordinance requiring a report on all identified unreinforced masonry buildings. The City has worked with owners to achieve seismic strengthening, and many unreinforced masonry buildings have now been reinforced. Several historic buildings have

been reinforced using the City's historic grants program. This ordinance does not absolutely require reinforcement because an inflexible requirement has led to demolition of historic buildings in other cities.

The 1994 maps show a potential fault under the Highway 1/Holman Highway interchange, raising the issue that an earthquake could damage one of the two access routes to the Community Hospital of the Monterey Peninsula.

Goal a. Evaluate seismic safety when reviewing development applications and land uses.

Policy a.1. Potentially active faults should be treated the same as active faults until detailed geotechnical data is submitted demonstrating to the City's satisfaction that a fault is not active.

Policy a.2. Engineering and geologic investigations should be undertaken for proposed projects within high and moderate seismic hazard zones before approval is given by the City. The entire City is currently within seismic hazard zone IV and these studies are required for almost all new construction except very minor additions.

Policy a.3. Lands within 660' of identified faults should be treated as having high seismic hazard until an acceptable geotechnical investigation indicates they should be treated otherwise.

Policy a.4. Structures for human occupancy and critical facilities should be set back a safe distance (as determined by geotechnical analysis) from precisely located active and potentially active faults.

Policy a.5. Consider combining hazard areas with other areas not suitable for

development and incorporating them into an open space system for public enjoyment.

Policy a.6. Continue seismic retrofit of unreinforced masonry buildings.

Policy a.7. Investigate, provide, and improve alternative routes for access to the Community Hospital of the Monterey Peninsula.

b. Geological Hazards

Landslides are the major geologic hazard in the planning area. This type of hazard occurs mostly in steep hillside areas. Damage to structures from landslides can range from slight to total destruction. Damage can be reduced by such alternatives as avoidance, removal, or permanent stabilization of slide masses. Landslide damage can be avoided by simply leaving hazardous areas undeveloped. Small landslides may also be totally removed with the soil used elsewhere as compacted fill.

Goal b. Minimize landslide hazards by locating development away from steep slopes and by requiring excellent grading practices.

Policy b.1.

- A) Prohibit development on slopes over 25% on new lots that are created to provide new building sites.
- B) Prohibit new development on slopes over 25% grade on existing lots of record and only allow minimal encroachment into 25% or greater slope as determined by the Planning Commission. Discourage and only consider such development when it is designed and located to minimize impacts to adjoining property and public right-of-way that could occur due to inadequate grading and drainage control, visual appearance and removal of trees and vegetation.

The Planning Commission shall determine that the amount and location of 25% slope area so severely restricts the development potential of the lot that prohibiting development on 25% slope deprives such property of privileges enjoyed by other similar property that an exception to this prohibition is warranted.

- C) Development is prohibited within active landslide areas unless proven safe or desirable to the City's satisfaction.

Policy b.2. Minimize grading in hillside areas.

Program b.2.1. Limit permits for major grading operations until development plans have been approved by the City and improvement bonds have been posted.

Program b.2.2. Permit grading operations only in areas scheduled for immediate construction or paving.

Policy b.3. Minimize cutting and removal of vegetation during grading operations.

Policy b.4. Require developers to submit slope stabilization plans along with any required grading plans. These slope stabilization plans shall include a complete description of the existing vegetation, the vegetation to be removed and the method of its disposal, the vegetation to be planted, and slope stabilization measures.

Policy b.5. Plant and protect all manufactured slopes, other than those constructed in rock, from the effects of storm runoff erosion within 30 days of the completion of final grading.

Policy b.6. Provide drainage and soil protection for all exposed soil and

partially completed roads between
October 15 and April 15.

c. Flood Hazards

Storms in the planning area have brought flooding, landslides, gale winds, high seas, falling trees and limbs, and power blackouts. These occurrences are not annual and are usually no more than a nuisance.

Goal c. Protect against flood hazards from the bay, lakes, and streams.

Policy c.1. Consider and mitigate the potential hazards from storm waves, tsunami, high tidal conditions and flooding for projects along the bay shoreline.

Figure 11, Showing Seismic Hazards

Program c.1.a. Review all development proposals planned for areas within a 100-year flood hazard zone consistent with FEMA National Flood Insurance Program (NFIP) standards. Development proposed within these areas must be mitigated as needed to ensure conformance with NFIP standards.

Policy c.2. Design storm drainage systems to accommodate projected uses before those uses are developed.

Policy c.3. Protect and maintain drainage channels to keep them clear of silt and debris while protecting habitat as much as possible.

Policy c.4. Design projects to: (1) maximize the amount of natural drainage that can be percolated into the soil, and (2) minimize direct overland runoff onto adjoining properties, water courses, and streets. This approach to handling stormwater reduces the need for costly storm drainage improvements, which are often miles downstream. Building coverage and paved surfaces must be minimized and incorporated within a system of porous pavements, ponding areas, and siltation basins.

d. Fire

Fire, regardless of size or location, presents a threat to life and property until it is confined or extinguished. Confinement of the fire is most effectively achieved by using built-in fire protection (i.e., automatic sprinklers, limitation of structural areas, use of fire retardant materials, and limitation of fire fuel quantity). In addition, it is necessary to provide clear and safe access for emergency vehicles.

Goal d. Minimize the loss of life and

property from fire.

Policy d.1. Achieve the greatest practical level of built-in fire protection to confine fires.

Policy d.2. Achieve effective emergency access to all developments, installations, and fire protection equipment for emergency apparatus and for evacuation.

Program d.2.1. Discourage all dead end roads and cul-de-sacs longer than 700 feet.

Program d.2.2. Encourage alternative second access roads as emergency access for roads greater than 700 feet in length.

Program d.2.3. Locate all installations or processes considered hazardous in the safest possible areas or on individual parcels.

Program d.2.4. In hazardous fire areas, require fire retardant roofing and access to steep lots, and consider brush clearance and planting of non-flammable vegetation.

Policy d.3. Maintain a cost-effective, high level of fire protection service.

Policy d.4. Continue to work with fire protection agencies that provide fire service to unincorporated areas through mutual aid. Encourage those areas that desire fire protection services which are beyond “outside legitimate mutual aid” to annex to the City of Monterey for fire protection services instead of using contractual or automatic aid agreements.

Figure 12, Showing Steep Slopes

Figure 13, Showing Flood Zones

Policy d.5. Cooperate with fire protection agencies to obtain and maintain mutual aid agreements that will augment the City's fire protection services. Continue mutual aid with the California Department of Forestry that obtain adequate aid for larger, open-range type fires involving brush, trees and grass that require specialized tactics and equipment.

Policy d.6. Work with Cal-Am to ensure adequate water pressure for fire fighting.

e. Airport

The risk of aircraft accidents is an important consideration in planning around the Monterey Peninsula Airport. The areas of greatest concern are the areas under the approaches to the runways.

Goal e. Maximize aviation safety on and adjacent to the Monterey Airport.

Policy e.1. Support safety improvements to the Monterey Peninsula Airport and adjacent areas.

Program e.1.1. Review proposed buildings to ensure compliance with Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace.

Policy e.2. Continue to work with the airport district through a fire mutual aid agreement.

Policy e.3. Require clean up of groundwater contamination from Airport properties.

Policy e.4. In collaboration with the Monterey Peninsula Airport District, review projects that may pose risks to the safe operation of the Monterey Peninsula Airport and mitigate such impacts through the development review process.

Policy e.5. Develop airport compatibility policies.

Policy e.6. Promote compatible land uses around the airport consistent with the airport safety zones.

f. Crime

Areas of high crime potential, such as parking lots, outdoor recreation spaces, elevator lobbies, and stairways should be identified and designed for maximum visual exposure when not conflicting with urban design policies on the screening of areas such as parking lots.

Goal f. Maintain a high level of police protection in keeping with the City's needs.

Policy f.1. Encourage project designers to provide adequate sight lines into residential areas often susceptible to criminal activity while maintaining a high aesthetic quality and neighborhood compatibility.

Policy f.2. Encourage occupants in residential areas to organize Neighborhood Watches to prevent crimes against neighbors, and to institute rapid reporting procedures.

Policy f.3. Continue to cooperate and coordinate with county and state agencies in providing police services within the community.

Figure 14, Showing Fire Hazards

g. Hazardous Materials

Goal g. Review all applications for discretionary projects to evaluate proposed uses of hazardous materials. Require that projects which propose the use, handling, storage, transportation, and/or disposal of hazardous material incorporate actions to minimize hazards to public health and safety from such use and conform to the County of Monterey Environmental Health Department requirements for reporting and management of such materials.

h. Emergency Preparedness

The City has developed a broad-based program to respond to potential emergencies, including training for City staff and residents so that each neighborhood may have trained emergency response personnel.

Goal h. Ensure prompt and effective services to cope with local emergencies.

Policy h.1. Continue to provide high quality fire, police, and emergency medical services.

Policy h.2. Continue to develop emergency plans to respond to large-scale natural or man-made disasters, such as fires, earthquakes, floods, nuclear attack, terrorist attack, or releases of hazardous materials.

Policy h.3. Continue emergency planning and preparation in cooperation with Monterey County, neighboring cities, and other agencies.

Policy h.4. Work with the Presidio of Monterey to allow emergency access through the Presidio. This access should include both emergency vehicles and resident evacuation.

Policy h.5. Continue to work with Monterey citizens in the Community

Emergency Response Team (CERT) program to maintain citizen readiness in an emergency.

Policy h.6. Maintain community evacuation shelter and emergency plans.

Figure 15, Showing Evacuation Routes

Noise Element

INTRODUCTION

The State of California's General Plan Guidelines (November 1998) indicate the Noise Element provides a basis for local governments to control and abate noise exposure. The fundamental goals of the Noise Element are:

- To provide sufficient information concerning the City so that noise may be effectively considered in the land use planning process.
- To develop strategies for abating excessive noise exposure through cost-effective mitigating measures in combination with zoning, as appropriate, to avoid incompatible land uses.
- To protect those existing areas where the noise environment is deemed acceptable and also those locations throughout the community deemed "noise sensitive".
- To utilize the definition of the community noise environment in the form of CNEL or Ldn noise contours to help determine local compliance with the State Noise Insulation Standards.
- Protect the quality of life in neighborhoods by limiting intrusive noise.

The 1983 City of Monterey General Plan identified the major noise sources affecting the community as motor vehicles (autos, trucks, buses, motorcycles) and aircraft. Motor vehicles and aircraft continue to be the primary noise sources in 2003. Some events at the Fairgrounds have also generated noise complaints. No stationary source, such as an industrial plant, is known to create noise at an unacceptable level.

Goals and Policies

a. Motor Vehicle Noise

Residential areas impacted by high noise levels are along Highway One, David Avenue, and Pacific Street. Del Monte School, Bayview School, and San Carlos School are also impacted by motor vehicle noise. Commercial areas were impacted by traffic noise along Lighthouse Avenue, Del Monte Avenue, and Franklin Street.

Goal a. Minimize traffic noise in predominantly residential areas and ensure noise in commercial areas is at an acceptable level.

Policy a.1. Limit truck traffic to local delivery. Pacific Grove truck traffic should be assigned to Holman Highway (Highway 68).

Policy a.2. Route trucks and through traffic onto truck routes, even where such routing is not the shortest distance between points.

Program a.2.1 Implement traffic calming measures in neighborhoods.

Policy a.3. Re-evaluate City traffic flow systems periodically to determine whether traffic flows can be adjusted through synchronized signalization or other means to minimize traffic stops.

Policy a.4. Cooperate with the California Highway Patrol in the active enforcement of state motor vehicle noise standards. Active enforcement of state motor vehicle noise standards (especially altered or illegal mufflers) can keep these

contributors to the noise problem under control. The City enforces state motor vehicle noise standards on City streets and the Highway Patrol enforces these standards on state highways.

Policy a.5. Protect areas adjacent to roadways and freeways with landscaped noise buffers or other means; sound walls should not be allowed.

Policy a.6. Develop and encourage the use of non-automobile travel modes such as bicycle, pedestrian and transit alternatives.

Program a.6.1. Give implementation of the citywide bikeway system a high priority in the City's capital funding.

Program a.6.2. Design separated bikeway and pedestrian systems into all new roadways and major improvements of existing roadways where feasible and in conformance with the City General Plan, area plans, Parks Master Plan, and Bicycle Master Plan.

Figure 16, Showing Noise Contours

b. Aircraft Noise

The Monterey Peninsula Airport is owned and operated by the Monterey Peninsula Airport District. The airport is located directly adjacent to the City's border and encompasses approximately 600 acres. The airport has two runways.

Flight paths pass over various neighborhoods of the City.

The airport is surrounded by development, including the City of Monterey's Casanova Oak Knoll residential neighborhood, Ryan Ranch office/industrial park, Garden Road office park, U.S. Navy Golf Course, and Monterey County Fairgrounds.

The Monterey Peninsula Airport District has completed two studies: *Monterey Peninsula Airport Master Plan Update* (September 1992) and *FAR Part 150 Airport Noise Exposure Map Report* (November 1997). These studies estimate passenger growth and forecast operations. The actual passenger count has been substantially less than projected by the plans. In 2002, the actual passenger count was 380,000. Over the past several years, passenger growth has not met expectations so noise levels have been less than originally forecast. However, noise from general aviation and aircraft deviating from established flight paths and flying over neighborhoods are still a concern to the City.

The *FAR Part 150 Airport Noise Exposure Map Report* states that the issue of aircraft noise and its impact on the adjacent neighborhoods has been an issue for several years. Estimates

suggest there are approximately 55 acres that are affected by aircraft noise. The number of dwelling units affected is estimated at 302 single-family homes and 53 multi-family units. The total population affected is 795 persons. There are also two schools affected: the Naval Postgraduate School and Santa Catalina School.

Policy b.1. Support improvements and operational changes at the airport that promote safety and noise reduction.

Policy b.2. Work with the Airport District, Airport Land Use Commission, and surrounding cities in planning for appropriate land uses around the airport and developing solutions to existing noise problems.

Policy b.3. Continue to encourage the airport to limit aircraft noise between the hours of 11 p.m. and 7 a.m.

Policy b.4. Support limiting the number of fixed-base general aviation aircraft at the airport to the existing number.

Policy b.5. Implement the following land use standards for properties that are exposed to noise levels in excess of 60 CNEL (Table 7).

c. Neighborhoods

Goal c. Encourage quiet neighborhoods.

d. New Development

Goal d. Allow new construction only where existing or projected noise levels are acceptable or can be mitigated.

Policy d.1 The City can require noise mitigations to reduce interior noise levels to an acceptable level. Table 8 establishes the land use compatibility standards for new development..






Policy d.2. Limit hours of noise generating construction activities. Include this requirement as a condition of project approval.

Table 7

Noise Exposure Standards

Noise Exposure	Land Use Standard
Above 75 CNEL	All land in this category should be under airport ownership and control.
CNEL 65-74	<ul style="list-style-type: none">b. Soundproof (insulate) existing residences, schools, and other noise sensitive development to achieve interior noise levels of CNEL 45 or below.c. Require adequate sound insulation for all new residential and other noise sensitive development in areas exposed to noise levels from CNEL 65-69.d. Avoid areas exposed to noise levels above CNEL 70 for new residential or noise sensitive development unless abated.
CNEL 60-64	Require acoustical studies of proposed new residential and other noise sensitive development. Require sound insulation as necessary to achieve interior noise levels of CNEL 45 or below.

Table 8 Land Use and Noise Compatibility Standards

Land Use Categories	Noise Exposure Ldn, CNEL or dB						Interpretation
	55	60	65	70	75	80	
Residential Low Density Single Family, Duplex, Mobile Homes	Light Gray	Light Gray					 Normally acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
		Light Gray	Light Gray	Light Gray			
Residential Multi-Family							 Conditionally unacceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
			Light Gray	Light Gray	Light Gray		
Transient Lodging -- Motels, Hotels	Light Gray	Light Gray	Light Gray				 Normally unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
			Light Gray	Light Gray	Light Gray	Light Gray	
Schools, Libraries, Churches, Hospitals, Nursing Homes	Light Gray	Light Gray	Light Gray	Light Gray			 Clearly unacceptable: New construction or development should generally not be undertaken.
			Light Gray	Light Gray	Light Gray	Light Gray	
Auditoriums, Concert Halls, Amphitheaters							 Clearly unacceptable: New construction or development should generally not be undertaken.
				Light Gray	Light Gray	Light Gray	

Source: State of California General Plan Guidelines, November 1998, Appendix A Noise Element Guidelines, Figure 2

Table 8 Continued

Land Use and Noise Compatibility Standards

Land Use Categories	Noise Exposure Ldn, CNEL or dB						
	55	60	65	70	75	80	
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Source: State of California General Plan Guidelines, November 1998, Appendix A Noise Element Guidelines, Figure 2

Figure 17, Showing Airport Noise Contours

Economic Element

INTRODUCTION

The Economic Element consists of the City of Monterey's economic goals and policies. It is typically updated more frequently than the normal 20-year General Plan cycle. Historically, Monterey's economy has been based on the rich history and natural resources of the City. The current economy has a strong base in tourism, education, military establishments, retail use, health care, and clean light industry. Tourism and education (including the military) are the two main economic supports for the Monterey economy. The visitor economy provides more than half of the City budget.

Since the original 1939 Master Plan, the City's goals have been to balance economic growth with the historic, scenic, and natural resources, and this has supported the primary elements of the economy. While tourism has always been a major component, it has become the dominant element over the past 30 years. A primary direction of the Economic Element will be to enhance existing economic assets, adding value to the components that now support the City rather than making major changes in direction.

When the 1939 Master Plan was adopted, Monterey was an industrial city, with fishing and fish processing as the major industry, and 38% of City income came from property taxes. No other source contributed more than 10%. When the City's second General Plan was adopted in 1959, 36% of City income came from property taxes and 25% came from sales taxes. No other sources contributed more than 8%. Tourism, retail sales, automobile sales, and the military were a primary source of economic activity, and industry was almost non-existent. When the third General Plan was adopted in 1983, 23% of City revenues came from sales tax, 23% from transient occupancy tax, and 13% from property tax. By 1983, most of the economic activities which are currently supporting the City were in place, including the Conference Center, Monterey Bay Aquarium, Del Monte Center, a strong hotel base, the start of the Garden Road/Ryan Ranch industrial area, the Defense Language Institute and Naval Postgraduate School, and a strong education component, which includes the two military bases.

In 2001-02, City General Fund revenues were 29% from the Transient Occupancy Tax, 18% from sales tax, 17% from fees, and 9% from property taxes. Using those funds Monterey provides an exceptional set of municipal services to its residents. Service to the visitor economy supports many small businesses throughout the City and the visitor economy is one of the primary sources of jobs for Monterey residents. This economic segment provides approximately one-third of Monterey jobs. The largest individual employers in Monterey are military, education, health care, research, publishing, and government organizations – Defense Language Institute, Naval Postgraduate School, Community Hospital of the Monterey Peninsula, Monterey Peninsula Unified School District, City of Monterey, Monterey Bay Aquarium, CTB McGraw Hill, and Monterey Peninsula College. In 2001, these major employers provided nearly one-third of the 37,000 jobs in Monterey.

Goals, Policies, and Programs

a. Maintain Fiscal Responsibility

A primary goal of the General Plan is to maintain a strong economy, which will provide needed services to residents. The overriding goal of all General Plans since the 1939 Master Plan has been to conserve historic, natural, and scenic values and to provide a generous public open space system. The economy has remained strong because Monterey is a beautiful and unique place to live and to visit. The key to a strong economy is to support economic enterprises which are based on Monterey's existing strengths while retaining those elements as a basis for the economy.

Goal a. Maintain and encourage a strong economic base which will provide tax income for City services, jobs for Monterey residents, and services for residents and visitors. Encourage civic and business decisions which provide taxes to support City services to residents and which provide employment opportunities to residents.

Policy a.1. Provide a balance between the economy, preservation of natural and historic resources, and preservation of residential areas and services.

Policy a.2. Encourage visitor uses which are based on Monterey's natural setting and history, rather than generic visitor uses without a strong tie to Monterey's unique features.

Policy a.3. Explore ways to diversify the Monterey economy to provide higher paying jobs and a balance to cyclical elements of the visitor economy.

Policy a.4. Encourage small businesses and unique locally owned businesses.

b. Build on Existing Economic Base

Monterey has significant strengths and assets, including a magnificent coastline, numerous historic buildings, and an

established reputation as a desirable place to live and visit. Monterey has a balanced economy with significant tourism, military, retail, office, finance, education, and government sectors. One of Monterey's greatest assets is its reputation for excellence in environmental protection, development quality, and economic stability. Monterey's stewardship of the historic and natural resources has enhanced a visitor industry that provides the primary economic base for the community.

Monterey's cooperation and support for military institutions in the City has helped retain the second-largest component of the City economy. The Economic Element recommends support for all levels of educational institutions. Education provides stable employment, and many employers choose to locate in a community based on the quality of public education provided.

A key feature in the Economic Element is to evaluate all City activities, particularly those developed for visitors, to assure that they are available and attractive to residents.

Goal b. Expand the economy of Monterey by building on existing strengths and emphasizing the natural and historic features of the City.

Policy b.1 Preserve and enhance Monterey's historic character and rich cultural traditions as unique resources that cannot be duplicated to differentiate Monterey from other visitor destinations (see also the Historic Preservation Element).

Program b.1.1. Complete the implementation of the Historic Monterey Program between the City of Monterey, Monterey History and Art Association, and the State Historic Park to improve historic promotion, education, and preservation.

Program b.1.2. Encourage cultural tourism to attract visitors who typically stay longer and contribute more to the economy with each visit.

Policy b.2. Emphasize the natural setting as the basis for an economy which serves both residents and visitors.

Program b.2.1. Promote waterfront-related retail uses and recreational activities in Local Coastal Programs and Specific plans appropriate to the natural resources of each segment of the waterfront as identified in the Urban Design Element.

Policy b.3. Support those institutions and events which have gained statewide, national, and international recognition.

Program b.3.1. Support major institutions located within Monterey, such as the Monterey Bay Aquarium, the Monterey Conference Center, the Naval Postgraduate School, Defense Language Institute, and Monterey Institute of International Studies.

Program b.3.2. Support and encourage annual events which are located within the City of Monterey and encourage a Monterey component to extraordinary events which are located in Monterey County.

Policy b.4. Support and promote educational and research institutions.

Program b.4.1. Investigate ways to support the Naval Postgraduate School and Defense Language Institute so that they remain in the City of Monterey, including provision of services to support the operation of the facilities.

Program b.4.2. Coordinate with educational institutions so that City services support those institutions and

so that the institutions are aware of potential neighborhood impacts from their operations.

Program b.4.3. Encourage educational institutions and research facilities to locate in Monterey.

Program b.4.4. Encourage institutions and facilities promoting environmental- and language-based education.

Policy b.5. Provide for orderly growth of the visitor sector of the Monterey economy.

Program b.5.1. Encourage visitor uses to include goods, services, and experiences that are also attractive to residents, even if the destination is primarily oriented to visitors. Visitors enjoy destinations that are valued by local residents.

Program b.5.2. Encourage added hotel rooms within the limits of VAF zoning in order to increase Transient Occupancy Tax revenues.

Program b.5.3. Encourage hotel owners to upgrade their facilities.

Program b.5.4. Modernize and expand the Monterey Conference Center to increase year round group business.

Policy b.6. The public transportation system should be an added attraction to visitors and should provide excellent connections among activity areas for residents and visitors (see also Circulation Element).

c. Maintain Monterey as the business center of the Peninsula.

Monterey has always served as the core of the Monterey Peninsula, providing the Peninsula's downtown and the financial center for a much broader area. As such, it

has revenues based on its business strength and provides many services for Peninsula cities as if they were a part of the City of Monterey.

Goal c. Continue Monterey’s role as the business and employment center of the Monterey Peninsula.

Policy c.1. Support the downtown as the “Monterey Peninsula’s Downtown” and the core of the City. Coordinate planning for land use, traffic, pedestrian access, and parking facilities for the harbor, wharf, Catellus Site, Custom House Plaza, Conference Center, downtown, and east downtown areas so that they contribute to an economically sound and livable core for the City and Monterey Peninsula.

Policy c.2. Provide for the orderly growth of the retail sector.

Program c.2.1. Support and retain existing retail businesses with Business Improvement Districts and Main Street programs where locally established and with design standards, improvement programs, and façade programs where appropriate.

Policy c.3. Support the visitor industry as the primary economic base of the community.

Policy c.4. Support the military uses in the community with essential public services.

Policy c.5. Encourage and support the preservation of the Monterey fishing industry.

Policy c.6. Encourage measured and orderly growth of Monterey industrial/business park areas.

Policy c.7. Encourage small businesses and locally owned business.

Policy c.8. Support existing and future educational and research institutions.

Policy c.9. Encourage expansion of cultural and performing arts, including possible use of the State Theatre as a performing arts facility and other venues for the arts.

Policy c.10. Promote festivals as a support for commercial areas.

Policy c.11. Provide support for the health care providers, including hospitals and private practice offices.

Policy c.12. Encourage activities for children such as Dennis the Menace Park and MY Children’s Museum.

Policy c.13. Support language uses and Monterey as the Language Capitol of the World.

Policy c.14. Support environmental and scientific research such as marine, meteorological and oceanographic research.

Policy c.15. Support major employers. Encourage growth of these employers within the City and actively work to retain them within the City.

Policy c.16. Support the unique role of each business area within the City.

Policy c.17. Support public schools as a community resource and as a primary factor which attracts employers to the community.

d. Improve Jobs and Housing Mix

The lack of affordable housing has become an impediment to the local economy. Businesses have had a difficult time recruiting employees, and the lack of population growth relative to economic growth has required businesses to focus

more on visitors as an economic base and less on service to residents. Even though Monterey is essentially built out, there are opportunities for mixed use housing which can take advantage of the extraordinary views and amenities that attract visitors to Monterey.

Goal d. Encourage housing, including mixed use housing to meet the needs of business (see Housing Element).

e. Maintain Public Safety

A clean and safe environment is the key to maintaining a visitor-based economy. The City must continue its excellent record of public safety and the perception that Monterey is a safe place to visit and to live.

Goal e. Continue to provide exceptional public safety to assure that visitors and residents are not discouraged from visiting or shopping in Monterey (see Safety Element).

Social Element

INTRODUCTION

Setting

A Social Element is an optional General Plan Element. The City of Monterey General Plan has contained a Social Element since 1983, recognizing the importance of social factors and services in the planning process.

How does social planning fit into overall city planning? Many aspects of what is generally considered physical planning have social implications. For example, city policies affect where various uses and businesses can locate. These businesses may provide social support services.

Social services include services related to: health, education, libraries, cultural arts, recreation, leisure, transportation, housing, and employment. Social services are provided to all segments of the community.

Social service programs are funded and administered at a number of levels, both public and private. The role of cities in providing or planning for social services has been traditionally limited to libraries, police, fire and emergency services, and recreation programs. The City's role has changed dramatically in the last twenty years. In addition to delivering services, the City has also functioned as a catalyst to identify service needs and to strategize with the local service groups on the best way to meet this need. One of the best recent examples is the Monterey Center for Children and Families where the City leased the land and building from the Army and has turned it over to a day care provider to create a day care/preschool.

Goals and Policies

a. Families

The City of Monterey has a strong tradition of welcoming families and children. The predominant concerns confronting families in Monterey are affordable housing, before and after school care, and schools. The City has exceptionally strong recreation and library programs and has expanded them in recent years to include additional support services such as day-care, teen programs and after school programs.

The Housing Element Background Report identifies the need for family housing. Recognizing that there is limited land available for new single-family housing, the Housing Element includes policies that encourage apartment, condominium, townhouse, and mixed use development, as well as innovative housing types with the necessary room and facilities for families.

Goal a. Provide a comprehensive network of services to meet the needs of families.

Policy a.1. Preserve existing and encourage development of new family housing in Monterey as outlined in the Housing Element.

Policy a.2. Maintain affordable supportive services such as family counseling and day care.

Program a.2.1. Encourage development of private day-care homes.

Program a.2.2. Encourage and facilitate the creation of high-quality state-licensed day-care facilities.

Program a.2.3. Encourage day-care programs that can accommodate children with health care needs.

Program a.2.4. Continue to support counseling and other youth services.

Policy a.3. Encourage public and private agencies to provide community service and recreational opportunities that enable young people to make constructive use of their leisure time.

Policy a.4. Identify and support efforts to create a transportation network that can support children.

b. Seniors

The City's senior population has been growing. The City is generally shifting toward a more mature population when comparing 1990 and 2000 Census data. These shifts can be attributed to many factors but there are two factors most likely to cause this change. (1) The large post-World War II baby boom generation is aging. Many of these households have the income to locate in a desirable area like Monterey. (2) Increased longevity.

There will be a greater demand for City services to meet the unique needs of seniors, such as transportation, housing, medical care, and recreation.

Goal b. Continue existing programs and encourage development of new programs that meet the basic needs of elderly residents, including those on fixed income (e.g., food, transportation, recreation, and housing).

Policy b.1. Encourage development of various types of housing for seniors, including retirement housing and care facilities.

Policy b.2. Support the development of medical programs and facilities to meet the growing needs for medical care as the City's population ages.

Policy b.3. Support and expand services for seniors, including volunteer and recreational opportunities, library, cultural, and educational services.

Policy b.4. Support and expand transportation services for seniors such as taxi vouchers and MST Rides.

Policy b.5. Encourage services to help seniors stay in their own homes and independent, such as adult day care, public transportation, and Mr. Fixit home improvement funds.

Policy b.6. Encourage reduced City fees and the development of private sector discounts for lower income seniors.

c. Special Needs Groups

Certain segments of a population typically require additional public services. These groups might include homeless and/or disabled. These goals and policies strive to address some of these needs.

Goal c. Continue to provide programs for special need households.

Policy c.1. Help meet the recreational needs of the disabled.

Policy c.2. Support transportation services for persons with special needs.

Program c.2.1. Continue to support the specialized transportation program for the disabled such as taxi vouchers and the MST Rides program.

Policy c.3. Encourage the coordination of services of all public and private transportation providers.

Policy c.4. Support public and nonprofit agencies that assist homeless persons to find long-term shelter and employment.

d. Health and Mental Health

Health services are a vital part of any

community. They are becoming especially critical in the United States as the “baby boom” population ages and will be requiring additional health services. Monterey is no exception and expects increased requests for health care services and facilities. Public agencies often respond to mental health related issues, and should have training to deal sensitively with them.

Goal d. Encourage planning and coordination of the health care system to ensure efficient and effective delivery.

Policy d.1. Encourage the Monterey County Health Department to provide adequate preventative health care and mental health education within the City for all residents.

Policy d.2. Encourage the availability of counseling services for all that need them, regardless of ability to pay.

Policy d.3. Encourage the county health department and local hospitals to provide low-cost counseling services to all residents.

Policy d.4. Encourage coordination efforts in the health care field to provide a continuum of care.

Policy d.5. Encourage programs for public agency personnel to train them to work with people who have mental health issues.

e. Education

Education continues to be a high priority in the City of Monterey. Many of Monterey’s recreation, library, and public safety programs work in concert with school programs. One direction of this Element is to evaluate City social programs in light of school needs. In addition to preschool and K-12 education, the City values its colleges and postgraduate schools.

Goal e. Support programs that provide strong educational opportunities at all levels, from pre-school to postgraduate programs.

Policy e.1. Review opportunities for resource sharing to strengthen K-12 educational programs within the City.

Policy e.2. Explore opportunities for business/school partnerships to assist in education programs and support for students.

Policy e.3. Continue homework assistance programs.

Policy e.4. Develop cooperative relationships with colleges and postgraduate schools to strengthen educational opportunities in the City.

Policy e.5. Encourage sharing of facilities between educational institutions and the City to maximize use of limited resources.

f. Public Safety

One of the primary functions of city governments is to provide public safety services for its residents. Monterey has both City police and fire departments. The City has a Community Emergency Response Team (CERT) to help train city residents regarding public safety issues. It also creates a network of citizens to help in emergency situations.

Goal f. Ensure prompt and effective services to cope with local emergencies.

Policy f.1. Encourage the development of community services, with an emphasis on crime prevention and supportive services for the victims of crime.

Program f.1.1. Continue and expand the city's crime prevention program.

Program f.1.2. Cooperate with service clubs and other community groups in crime prevention efforts.

Program f.1.3. Continue in-school law enforcement programs and lectures to community groups on topics such as drug abuse, crime prevention, and the rights of minors.

Program f.1.4. Encourage programs that inform residents of their legal rights and responsibilities.

Policy f.2. Support nonprofit agencies that provide assistance, such as food and shelter, during family emergencies.

Policy f.3. Continue to work with service providers to promote programs, which encourage good citizenship in children and teenagers.

Policy f.4. Support counseling services for youth and early intervention to lessen alienation and potential delinquent behavior.

Policy f.5. Provide service to military installations and neighboring jurisdictions through contractual agreements without diminishing service levels to city residents.

g. Library Services

Library services are critical to the well-being of the community. The Library connects people with the knowledge and cultures of the world. Through the Library, people have abundant opportunities for self-improvement, such as developing job skills or learning English and other languages. The Library informs people about current and pending issues at the local, regional, national and international levels. Children who use libraries will generally become better readers, better students, and more successful citizens. The Library is also a cultural center, bringing diverse groups and interests together and building a stronger

community.

Goal g. Provide Library services, programs, and resources to meet changing community needs and interests.

Policy g.1. Acquire and maintain collections of books and other resources to meet current and projected community needs and interests and provide a balanced representation of ideas and information. Continue special emphasis on the increasingly complex needs of children and young people, as well as the growing number of senior citizens in our society.

Policy g.2. Provide effective, accessible, safe and attractive Library facilities. Planning efforts will address the need for more space in order to continue to fulfill the Library's mission.

Policy g.3. Provide access to information and resources for remote users from their homes, workplaces, and schools.

Policy g.4. Share resources and coordinate activities with other city departments, libraries, agencies, and organizations in order to maximize service to the community.

h. Cultural Arts

For the past thirty years, the City has supported cultural arts programs designed to delight all age groups. The cultural arts programs include Arts in Public Places, the performing arts, historical preservation and the presentation and maintenance of California's First State House, Colton Hall.

Goal h. Continue and expand cultural arts programs for the enrichment of the daily life of the City's residents and visitors.

Policy h.1. Develop sustained funding for a variety of art elements in public places through private-public collaboration.

Policy h.2. Continue the program of underwriting cultural arts agencies that offer arts activities for the benefit of the residents and visitors.

Policy h.3. Restore Colton Hall for use as a museum.

Policy h.4. Maintain the annual plan for the cultural arts.

i. Recreation and Community Services

The City's Recreation and Community Services Department has a broad range of programs it provides for the City's residents. These programs include the traditional recreation opportunities and have expanded to include many community service programs. A few examples include: adult daycare for individuals with Alzheimer's and dementia, discounted meals for senior citizens, afterschool programs for children, and SHARP program (afterschool program for developmentally delayed teenagers). The Recreation and Community Services Department has forged new alliances with service providers to strategize how to meet the City's social service needs.

Goal i. Continue to evaluate and strategize on how to meet the City's social service needs.

Policy i.1. Coordinate with various service providers to determine how needs can be met. Recognize that the City may not be able to provide all the services needed but can serve as the catalyst to encourage additional services and partnerships.

Policy i.2. Continue to provide high quality programs that meet the changing needs of Monterey's population.

j. Public Participation in Government

Democracy depends on two-way communication between public officials and the population. The City of Monterey is committed to the concept of open

government and encourages public access to officials and records.

The City depends on volunteers to maintain its high level of service to residents.

Goal j. Maintain a high level of communication between residents and the City.

Policy j.1. Encourage two-way communication between the City and residents and businesses.

Program j.1.1. Continue government outreach through programs like the City Focus newsletter, broadcast of public meetings, public access television, City web sites, and meetings with neighborhood leaders and business associations.

Program j.1.2. Encourage residents to communicate with the City through programs like the City telephone hotline, surveys, email, etc.

Program j.1.3. Continue programs that encourage volunteer participation.

Program j.1.4. Encourage residents to participate in City Boards and Commissions.

Program j.1.5. Assure that public records are accessible to citizens.

k. Information and Coordination

A social service network depends on getting information to the people who need it. The coordination between agencies is vital to prevent duplication and ensure the most efficient utilization of resources. This is where the City can be effective by helping to identify service needs and to work with local providers to meet these needs.

Goal k. Provide accurate information on available social services in a manner which is easily accessible to all residents and service providers.

Policy k.1. Develop and provide information about social services in appropriate locations in the City, including the Library, Police Department, Housing Division, and Neighborhood Centers. Continue to provide referral services.

Policy k.2. Evaluate coordination efforts of service providers who request city funds.

Policy k.3. Advocate social services coordination efforts at the county level.

Policy k.4. Participate in ongoing assessment of community social needs and resources.

Policy k.5. Continue to gather data on social needs and target groups; update the needs assessment on a periodic basis.

Policy k.6. Provide information and assistance to service providers and community groups to enable them to develop needed services.

Historic Preservation Element

INTRODUCTION

The City of Monterey is one of the most historic cities in the United States, and preservation of historic resources has long been a concern of Monterey citizens. As early as the 1880's, the Native Sons of the Golden West first attempted to have the Monterey Custom House designated as an historic landmark. In June 1932, it became California's first State Historic Landmark. The City's first Master Plan and Zoning Ordinance, adopted in 1939 and 1940, emphasized historic preservation and included historic overlay zoning for 40 buildings.

Most of Monterey's economic activity takes place in historic areas or areas with a significant number of historic buildings, including downtown, Cannery Row, Wharf I, the Presidio of Monterey, Naval Postgraduate School, and Custom House Plaza. Much of the City's economic activity is based on an active re-use of these historic resources and areas.

The City of Monterey owns and maintains 12 historic buildings¹ built between the 1840s and 1937. In addition, Monterey has leased the Lower Presidio of Monterey as an historic park and has developed a museum and master plan for that park.

The City has historic resources with international, national, and statewide significance. The Monterey State Historic Park preserves several unique adobe buildings in downtown Monterey. The downtown is a National Historic Landmark District and the Royal Presidio Chapel is a National Historic Landmark – the highest level of National recognition. At the Presidio of Monterey, there is a National Register Historic District and a National Register eligible Historic District. On the campus of the Naval Postgraduate School, there is a National Register eligible Historic District and Historic Landscaped Grounds.

The City has developed a comprehensive Historic Preservation Program for the protection of its historic resources. The program consists of:

- Historic Preservation Element
- Historic Master Plan
- Citywide historic survey program
- CEQA historic review
- Historic Preservation Ordinance
- Incentives for historic property owners
- City ownership and maintenance of historic buildings
- Coordination with other historic property owners
- Maintenance of historic records in the Monterey Public Library.

¹ Vasquez Adobe, Brown-Underwood Adobe, First French Consulate, Colton Hall, Osio-Rodriguez Adobe, Old Monterey Jail, Gordon House, Cannery Row Worker's Shacks, Vasquez Adobe Cookhouse, Few Memorial Hall of Records, Aeneas Bridge overcrossing, Ed Rickett's Lab.

A major part of this program was adopted by the City Council in March 2000, with an Historic Master Plan, revised Historic Preservation Ordinance, and Cannery Row Survey.

The Historic Master Plan is an implementation plan with detailed programs to implement Historic Preservation element goals. The March 2000 Historic Master Plan identified eleven historic contexts² as a basis for evaluating historic resources and identified two primary goals for preservation in Monterey: (a) preservation of historic resources and (b) coordination of preservation efforts among historic property owners.

² Monterey Bay and the City Setting, population and cultural groups, government, economy, tourism and recreation, transportation, technology and science, military, religion, education, cultural arts.

Goals, Policies, and Programs

a. Protection of Historic and Cultural Resources

Goal a. Preserve historic and cultural resources in Monterey, including buildings, sites, landscapes, artifacts, and memories.

Policy a.1. Maintain a balanced preservation program with plans, surveys, ordinances to preserve historic resources, and incentives, including permit streamlining, to balance the added costs of maintaining historic resources.

Program a.1.1. Maintain the Historic Master Plan with review and updates at five-year intervals.

Program a.1.2. Encourage historic zoning and Historic Districts in areas that are eligible. Consider City-initiated historic zoning and Districts for resources with state, national, and international significance.

Program a.1.3. Complete the City-wide historic survey program and maintain up-to-date surveys of potentially historic resources.

Program a.1.4. Develop a Master Plan for the lower Presidio of Monterey Historic Park.

Program a.1.5. Develop a Master Plan for the Royal Presidio Site in conjunction with the Diocese of Monterey.

Program a.1.6. Encourage the identification and preservation of historic landscapes, including incentives for preservation.

Program a.1.7. Maintain and update the City's historic incentive programs to support historic property owners, including grant programs, land use incentives, flexible zoning and parking standards, property tax relief,

Historic Building Code, and expedited processing for historic resources.

Policy a.2. Encourage the collection and preservation of artifacts, print materials, oral histories, and ephemera.

Program a.2.1. Maintain and expand the historic collection at the Library California Room.

Program a.2.2. Support cultural museums, learning and interpretive centers, and libraries that preserve, store, protect, and make artifacts available for public display and study.

Policy a.3. Maintain City-owned historic buildings in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Resources.

Policy a.4. Utilize the CEQA process for projects located in archaeologically sensitive areas to identify and mitigate potential impacts on archaeological resources.

b. Coordination of Historic Activities

Goal b. Coordinate the preservation, interpretation, and presentation of historic Monterey by the various agencies that interpret and maintain Monterey historic resources.

Policy b.1. Continue to support the Historic Monterey program, which coordinates with government, nonprofit, and other historic organizations to preserve and present Monterey history.

Program b.1.1. Coordinate historic programming so that residents and visitors can experience and understand the entire range of Monterey history in a seamless manner.

Program b.1.2. Establish a single passport or ticket mechanism that provides access to all historic destinations.

Program b.1.3. Coordinate hours of operations and tours so that they do not overlap. Develop sample itineraries for residents or visitors based on length of time they have to visit historic sites.

Program b.1.4. Coordinate historic programming with other non-historic destinations and activities in Monterey.

Program b.1.5. Integrate marketing efforts of the various agencies that interpret Monterey history.

Program b.1.6. Consolidate specialized staffing and functions among organizations with historic resources by sharing maintenance, training, archival, craftspeople, and other resources necessary for the preservation of historic buildings, sites, or artifacts.

Program b.1.7. Promote the development of skills programs such as apprentices and internships in preservation or archival techniques.

Program b.1.8. Coordinate collections management among libraries and museums.

Program b.1.9. Include military bases and military history in the Historic Monterey program by reaching out to the Defense Language Institute and Naval Postgraduate School for coordinated historic programming.

Program b.1.10. Encourage publication and interpretation of Monterey history, particularly a comprehensive history that includes the period from signing of the State Constitution in 1850 to the present.

Program b.1.11. Develop an historic entrances and vistas programs, to identify and enhance recognition of the various historic influences in Monterey, such as Spanish and

Mexican government, American conquest and statehood, Gilded age, fishing era, etc.

Program b.1.12. Work with the partners in the Historic Monterey Program so that levels of service are not diminished if funding is diminished.

Public Facilities Element

INTRODUCTION

The purpose of this element is to describe the general location, levels of service, and adequacy of existing and proposed public facilities which comprise about 46% of the City's land area. It will help provide a bridge between long-range planning for public facilities and the short- and intermediate-range area plans and capital improvement programs that allocate resources for their construction, operation, maintenance, and eventual expansion or replacement.

It is important to emphasize that the General Plan is a long range planning document and funding availability and priorities will change overtime. Therefore, the City's capability to meet some or all of the goals and policies may vary.

It is also vital that planning for public facilities be coordinated with private development plans so that needed facilities such as schools, parks and streets are available at the time and location needed. The City's General Plan should provide the long-range framework for both public and private development. The City's Capital Improvement Program translates the long-range policies and programs of the General Plan into one and five-year public facility plans which ideally are coordinated with the expectations of private developers.

The public facilities described in this element are the physical features, buildings, land and equipment of governmental and other institutions operated for the general public. The major public facilities are: police and fire, park and recreation facilities, schools, military, cultural, conference center, health care, civic center, cemeteries, harbor, sewage treatment, storm drain system, water supply, and reduction and recycling of waste. Transportation and parking facilities are discussed separately in the Circulation Element. Park and recreation facilities are discussed in this element as well as the Open Space and Social Elements.

Goals and Policies

a. Growth Management

New development within the existing city limits and in areas that may be annexed will have to be monitored closely to insure that it does not overload limited public facilities and resources. The City should establish a fee structure to recover the costs generated by new development.

Goal a. Phase future development in accordance with the City's ability to service it.

Policy a.1. Use the City's capital improvement program for determining short-range priorities for the allocation of public facilities funds consistent with the General Plan.

Policy a.2. Encourage review of proposed public facilities of all agencies by the City Planning Commission.

Policy a.3. Encourage infill development within the City where it can efficiently be provided with public facilities and utilities.

Program a.3.1. Monitor limited public services (e.g., water, sewer, streets) and develop a system to determine the impacts of proposed developments on these resources.

Program a.3.2. Mitigate the impacts of proposed developments through means such as increased use of transit and water conservation.

Policy a.4. Major new developments, such as annexed areas, should generate enough revenues to pay for the public services they demand.

Policy a.5. Reserve adequate space in new development for schools, parks,

playgrounds, bikeways, community centers, libraries, fire stations and other public facilities.

Policy a.6. Control the rate of development if all projects being proposed cannot adequately be served with public facilities, or could cause a rate of growth higher than the community feels is acceptable.

b. Police

The Police Department currently occupies a downtown station that was built in 1959. This facility no longer supports operational efficiency and should be replaced.

Goal b. Maintain a high level of police protection consistent with the City's needs and financial resources.

Policy b.1. Provide for adequate police facilities through the Capital Improvement Program.

Policy b.2. Continue to cooperate and coordinate with county and state agencies in providing police services within the community.

Policy b.3. Develop a plan to upgrade or replace the main police station.

c. Fire

The City of Monterey provides fire protection to all areas within the City's jurisdictional boundaries except the Naval Postgraduate School facilities and housing areas. Fire protection by contract is also provided to the Presidio of Monterey (Defense Language Institute), and to the cities of Del Rey Oaks and Sand City.

The City's fire department operates three fire stations. Fire station 1 is located at Pacific and Madison streets; Station 2, at 582 Hawthorne Street; and Station 3, at

Montecito and Dela Vina Avenues.

The unincorporated areas within the City's sphere of influence obtain fire protection service from County Service Area 39 (provided by the California Department of Forestry) to areas south of Highway 1, and from Salinas Rural Fire District to areas off Monterey-Salinas Highway (68).

The City's fire protection system is designed to resolve fire occurrences in structures less than 5,000 square feet in area, as well as small open-range fires of brush, trees and grass. To achieve additional fire protection for those small percentages of emergencies that require greater resources, the City has entered into reciprocal mutual aid agreements.

Goal c. Maintain facilities to provide a cost-effective, high level of fire protection service.

Policy c.1. Require built-in fire protection for new and existing structures to minimize the need for additional fire facilities.

Policy c.2. Identify cost-effective fire station locations. using contractual or automatic aid agreements.

Policy c.3. Continue to monitor and evaluate the need for a new fire station to serve the Monterey-Salinas Highway (68) and Ryan Ranch areas. Explore opportunities to co-locate at the airport's fire station to provide this additional service.

Policy c.4. Provide for adequate fire facilities through capital funding.

Policy c.5. Develop a plan to upgrade or replace the fire administration building.

d. Schools

Primary and Secondary Schools: The Monterey Peninsula Unified School District provides public education for students in kindergarten through the twelfth grade in the communities of Monterey, Seaside, Del Rey Oaks, Sand City, Fort Ord, Marina, and some unincorporated areas. In addition to the regular school program, early childhood education programs, regional occupation, and work experience programs are offered. In addition to these public schools, there are currently several private schools in Monterey.

Post Secondary Schools: Several post-secondary schools are located in the City of Monterey including Monterey Peninsula College, Monterey Institute of International Studies, Monterey College of Law, Naval Postgraduate School, and Defense Language Institute.

Monterey Peninsula College is a large site in the geographic center of the City and provides a wide range of courses to full and part-time students of all ages. The Monterey Institute of International Studies offers bachelor and postgraduate degree programs in languages and international studies. The Monterey College of Law provides classes leading to a law degree.

The military has two important schools in the City. The Defense Language Institute is located at the Presidio of Monterey. It is the primary language instruction facility for all branches of the military. The Naval Postgraduate School provides postgraduate degrees for military personnel and is a significant military research center.

Goal d. Continue to work with various agencies to provide exemplary educational facilities in the City of Monterey.

Policy d.1. Work with Monterey Peninsula Unified School District in school site planning.

Policy d.2. Work with the District on the reuse of school sites that are no longer needed.

Policy d.3. Continue to encourage coordination between the City, military, Monterey Peninsula Unified School District, Monterey Peninsula College, and private schools in the planning of future school facilities.

Policy d.4. Due to limited land and resources, continue to encourage shared facilities and resources among the City, military, and schools.

Policy d.5. Continue to support joint use agreements to enable investment in school district facilities.

Policy d.6. Encourage the retention of Monterey High School in the downtown core.

e. The Military

The military plays an important role in the Monterey community. The armed forces comprise 18% of the City's labor force according to the 2000 Census. There are three military installations in Monterey: the Coast Guard Station, the Naval Postgraduate School, and the Defense Language Institute at the Presidio of Monterey.

During the late 1990s, the City of Monterey and military explored various opportunities to share public facilities and manpower resources. For example, the City provides extensive contractual maintenance services to the Defense Language Institute.

Elementary and high school facilities for the military are provided by the Monterey Peninsula Unified School District. Most hospital health care is provided by Community Hospital of the Monterey Peninsula with the closure of the Fort Ord hospital facilities in the mid 1990s.

Goal e. Support the establishment of a standing committee made up of representatives of the Peninsula cities, the county, and the three military facilities on the Peninsula. The committee should work on solutions to public facility issues such as housing, infrastructure, recreation, and public works issues.

f. Cultural

There are a wide variety of cultural facilities within the City. The two largest City-owned and operated facilities are the Library and the Monterey Conference Center.

The City library is essential to a healthy Monterey. The site of the existing library building is excellent, being close to the downtown, the civic center complex, and some of the more densely populated neighborhoods. However, the existing building has become too small to meet growing community needs for such services as new technologies, more collections, meeting rooms, and space for collaborative learning. The children's section is inadequate in terms of size. There is also a need for more customer self-service options as well as revenue-generating opportunities. The library needs to be fully accessible to the elderly and disabled persons. It needs to be outfitted with a flexible, expandable technology and telecommunications infrastructure to support current and future applications. Some existing pedestrian and vehicular access and routes are problematic. More safe and accessible parking is essential.

The public library also delivers services beyond the walls of the facility on Pacific Street. A robust telecommunications network throughout the City of Monterey will allow the library to provide many services to homes, schools and businesses on a continuous basis. A commitment to mobile library service is also strong in Monterey. The library facility needs

adequate space from which to stage and operate a Bookmobile or other mobile library vehicle.

The City's Conference Center needs to expand to meet the growing needs of its customers. There is no practical way to expand the current building. The City should seek other nearby opportunities to provide additional services and facilities. Another long-term goal of the City is to create a Performing Arts Center. Restoring the historic State Theater could meet both objectives, although there may be other buildings or vacant sites which would be appropriate to consider.

Goal f. Maintain and support the present high level of cultural facilities and activities in the City.

Policy f.1. Provide adequate library facilities through the Capital Improvement Program.

Policy f.2. Continue to support cooperation between the City Library and other libraries in the region.

Policy f.3. Seek opportunities to provide additional offsite services and facilities for the Monterey Conference Center.

Policy f.4. Continue to explore opportunities to create a performing arts center in the City.

Policy f.5. Work cooperatively with public and private entities to provide community meeting space.

Policy f.6. Work with State Parks Foundation to get the historic park facilities open to the public and maintained operational.

Policy f.7. Continue to work with various agencies to acquire and restore the State Theater.

g. Health Care

The Community Hospital of Monterey Peninsula (CHOMP) is the only hospital on the Monterey Peninsula. CHOMP anticipates substantial growth to accommodate the area's aging population and has submitted a 2002 master plan to the City to explore its expansion needs for the next several years.

Additional public facilities may be needed as the City's population continues to age.

Goal g. Continue to support the expansion of health care facilities that provide more efficient and cost-effective services to local residents.

h. Civic Center

Monterey Civic Center facilities are inadequate in office and work space. Short-range plans to temporarily relieve the most acute problem areas have been undertaken. Part of the problem is that many of the City's offices are located in historic buildings. The additions and modifications that would normally take place cannot be made to these historic structures. Long-range capital improvement plans propose that a new City Hall may be built within the present Civic Center area. When these new facilities are built, many of the historic City Hall buildings, such as Colton Hall, can be opened up to allow more public use appropriate to their historic status.

Goal h. Comprehensively plan buildings and parking for the entire Civic Center Campus. Continue to support improvements to the Civic Center facilities in keeping with the City's needs and financial resources to improve public access and services.

i. Harbor

The main public facilities in the Monterey Harbor are Wharves No. 1 and 2, the

marina, the Coast Guard pier, and boat launch ramps. Wharf No. 1 caters to both visitors and residents. Wharf No. 2 is oriented primarily to the commercial fishing fleet and recreational pier fishing. The City marina has 413 berths for both pleasure boats and commercial fishing boats. There are approximately 175 commercial fishing boats in the harbor. In addition to the marina, there are 180 moorings. Adjacent to the Coast Guard pier is a City boat launch ramp and parking area.

There are no current plans for expanding the marina and breakwater.

Goal i. Promote the improvement of facilities in the harbor area that will provide services needed by both Monterey’s fishing industry and pleasure craft owners.

Policy i.1. Continue to provide adequate berthing in the Monterey harbor for fishing vessels and pleasure craft at prices competitive with other areas.

Policy i.2. Maintain and enhance adequate facilities in the harbor area for unloading and transportation of fish.

Policy i.3. Support recreational fishing on Wharf 2.

j. Park and Recreation Facilities

The City of Monterey Recreation and Community Services Department manages a wide range of park and recreation facilities. The Open Space Element provides background information and goals and policies regarding the City’s open space and park resources implemented by the Parks Master Plan. This section focuses on facilities.

Significant recreation facilities include the recently expanded Monterey Sports Center, community centers, neighborhood park facilities, and beach parks. The City

operates five community centers. Neighborhood parks also include various athletic fields, tennis courts and other park facilities.

Goal j. Continue to provide excellent park and recreation opportunities to the community.

Policy j.1. Continue to evaluate how and where to provide services as community needs evolve over time.

Policy j.2. Consider the needs of special populations when planning park and recreation opportunities and facilities.

Policy j.3. Continue to coordinate with outside agencies, such as school districts and the military, to provide a comprehensive recreation program.

Policy j.4. Provide adequate maintenance of existing park and recreation facilities.

Policy j.5. Provide for new park and recreation facilities through capital funding.

Policy j.6. Continue to require new developments to pay their fair share for park and recreation facilities and maintenance.

k. Sewer

The maintenance of the City’s sewerage system is being shared between the City and a regional sewer treatment agency. The sewer collection system operated by the City consists of approximately 102 miles of sewer lines maintained by City personnel and 5 sewer lift stations with maintenance contracted out. Most of the costs for the maintenance and the replacement of sewer pipes are recovered through a sewer surcharge fee, based on the monthly sewer utility costs. The treatment of the sewage is the responsibility of the regional sewer treatment agency of Monterey Regional

Water Pollution Control Agency (MRWPCA). MRWPCA owns and operates a treatment facility near the City of Marina.

In 1998 and 1999 the City evaluated the sewer system of the City. Based on the findings of the sewer assessment, the City has started a multi-million dollar capital replacement program. City personnel conduct annual inspections of the sewer pipe system to adjust the maintenance and capital replacement programs.

New technologies in areas of sewer pipe replacement and sewer maintenance should be investigated on a continuous basis.

The protection of the Monterey Bay National Marine Sanctuary has become an integral element of the City's policies and standards with respect to the maintenance and capital replacement of the sewer and storm drain systems.

Goal k. Continue cooperation with the Monterey Regional Water Pollution Control Agency to maintain an environmentally compliant closed system (system that complies with environmental regulations) that ultimately allows partial reuse of the wastewater.

Policy k.1. Encourage measures to promote proper disposal of pollutants into the sanitary sewer or hazardous waste facilities rather than into the storm drainage system.

Policy k.2. Continue inspections of the City's sewer pipe system to prioritize maintenance needs.

Policy k.3. Set sewer fees at a rate sufficient to maintain and, when necessary, replace the system.

I. Storm Drain

The City's storm drain system is a separate

system that collects surface runoff and conveys it to the ocean. The U.S. Environmental Protection Agency (EPA) has identified urban runoff as a significant cause of water pollution in the United States. Surface runoff water may contain a variety of pollutants picked up as water flows across the surface of the land. Common pollutants include oil and other automotive fluids, refuse, pesticides, fertilizers, waste products (including pet bio waste), litter, and heavy metals such as copper, chromium, lead, cadmium, and other toxics produced by vehicle wear and weathered paint. Storm drain management and maintenance is mandatory to preserve the Monterey Bay National Marine Sanctuary and other water bodies as required by the Federal Clean Water Act.

The City's storm drainage system currently consists of 10 miles of pipelines and drainage channels which discharge urban runoff into the Monterey Bay. City personnel maintain the lines by cleaning catch basins and storm inlets. A portion of the cost for the maintenance and capital replacement of the storm drain system is recovered through a storm water utility fee. The City will comply with requirements of the National Pollutant Discharge Elimination System (NPDES) found in the Clean Water Act by complying with its Phase II Storm Water Permit.

Water quality is impacted by human activities in many ways. Land use planning should be done in a way that minimizes impacts to water bodies by minimizing erosion, maintaining stream buffer zones, and integrating construction and post-construction controls. Water quality protection measures are intended to protect the health and safety of humans as well as the environment.

Goal I. Continue to improve drainage and urban runoff quality throughout the City and maintain Monterey's status as a regional

lead agency for storm water management programs.

Policy 1.1. Set storm drain fees at a rate sufficient to maintain and, when necessary, replace and upgrade the system.

Policy 1.2. The City of Monterey will comply with requirements from State regulatory agencies related to urban runoff quality. This includes required implementation of the National Pollution Discharge Elimination System (NPDES) Phase II six minimum measures. These include:

1. Public Education and Outreach
2. Public Participation/Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Runoff Control
5. Post-Construction Runoff Control
6. Pollution Prevention/Good Housekeeping

m. Water

Background information is provided in the Conservation Element and the goals and policies are provided below. The City's strategy to obtain additional water resources is described below.

Goal m. Develop long-term water supplies and conservation methods so that there is sufficient water to implement General Plan goals.

Policy m.1. Develop alternatives for long-term water supply both within and outside the framework of the Water Management District and the California American Water Company.

Program m.1.1. Establish an independent task force of Peninsula cities to develop new and creative sources for long-term water supplies and conservation methods for the region.

Program m.1.2. The task force should meet with appropriate public and private agencies to provide water supply necessary to meet long-term needs within the framework of their particular rules and constraints.

Program m.1.3. The task force should evaluate all water supply options.

Program m.1.4. The City and Task Force should evaluate the potential for City water utilities for each city or a combination of cities.

Program m.1.5. Develop and continue conservation programs to reduce water consumption, including but not limited to retrofit, stormwater reuse, water reclamation programs for golf course and other uses, greywater reclamation programs for both new and existing developments. Encourage conservation and reclamation of water at military and educational institutions.

Program m.1.6. Encourage property owners to achieve full or partial independence from the existing water system (e.g. wells, cisterns). The City should work with other government agencies to eliminate rules that would impede these solutions.

Program m.1.7. Encourage landscaping with drought-resistant native plants in both existing and proposed public and private development projects.

Program m.1.8. Any water saved or reclaimed should be under City control for City re-allocation.

Goal m.2. Encourage Cal-Am to maintain the City's water supply system in a good state of repair to prevent leakage and other water loss.

Policy m.2. Encourage continued development of the City's water supply system to meet established fire flow standards (including reservoirs, mains, and hydrants).

Program m.2.1. Encourage the Water Management District to work with the City to provide and improve emergency measures to insure adequate water, storage and distribution during disaster circumstances.

Goal m.3. Establish goals, standards and priorities for water allocation.

Policy m.3.1. Identify the current unmet community needs that require water, and establish priorities so that the most essential land uses are provided for.

n. Reduction and Recycling of Waste

The regional waste collection facility is located in the City of Marina and is operated by the Monterey Regional Waste Management District. Locally, there is a transfer facility in Ryan Ranch operated by Monterey Disposal Service. The preservation and protection of the environment are intertwined throughout the planning and development of programs throughout the City. In 1989 the State of California mandated that all cities divert as much as 50% of its waste by 2000 or pay fines of up to \$10,000 a day. As a result, in 2002 the City of Monterey is diverting as much as 65% of its waste.

As little as a decade ago, waste included many items that today are removed from the waste stream, recycled and made into other usable products. Free recycling services act as an incentive for the reduction of waste. Waste audits and assistance is offered to businesses, which clearly shows the value of reducing and recycling waste. Those that live in our community have changed their habits as well. In the past, residents were allowed to dispose of 120 gallons of waste per week. In 1994, they began disposing of only 40 gallons of waste and the recycling of yard trimmings, used motor oil, construction and demolition debris and other recyclables began in earnest.

As visitors arrive in our City, the population will continue to grow to approximately 100,000 people or more in a day. A by-product of this is the increase of waste, including heavy restaurant waste. Leaking wet waste in dumpsters and in trucks in route to landfills contributes to storm water pollution. A commercial composting program will be developed, which will divert a large percentage of weight from the landfill, improve storm drain runoff issues, and create a viable product - rich soil. Appropriate education to restaurant owners and staff will be provided requiring them to eliminate as much liquid from their waste as possible.

As new developments and remodels for existing structures appear for staff approval, it will be imperative to include adequate waste and recycling enclosures in the planning process. Currently, much of the food waste and everyday liquid residue from waste containers land on the ground and eventually are washed down the storm drains. Future plans will provide connections to the City sewer and other design changes to sufficiently eliminate odors and waste runoff to storm drains.

Goal n. Continue to provide facilities to implement cost-effective and incentive-

based recycling programs and education for items such as yard waste, vehicle oil, food containers, cardboard, and mixed paper to divert waste generated by residential and commercial customers.

Policy n.1. Continue to provide specific waste reduction and recycling programs for users, such as manufacturing, restaurant, business, military, and residential customers.

Policy n.2. Encourage the development of commercial composting and educational programs.

Policy n.3. Implement waste and recycling enclosure standards for all new developments and remodels.

o. Maintenance of Public Facilities

The City owns and operates more than 160 public facilities. The age of the structures range from historic single wall adobe architecture to state-of-the-art facilities with complex HVAC system components. The maintenance of the buildings will continue to require investments.

Restoration as well as new construction of existing and future City facilities will focus on the utilization of building materials and building concepts that comply with environmental standards, preserve the beauty of the Monterey Peninsula and complement the architectural variety of the City.

Goal o. Maintain the existing City buildings by applying building maintenance standards that are appropriate based on the age, type and purpose of the structure.

Policy o.1. Continue to implement concepts that promote green buildings and construction.

Policy o.2. Provide ongoing and preventative maintenance in a timely manner.

p. Cemeteries

The City's Cemetery Plan outlines proposed improvements to the City cemetery. The Cemetery is projected to have adequate space for the next twenty years.

Goal p. Ensure that adequate space continues to be available at the City Cemetery or new facilities.

Policy p.1. Review the City's Cemetery Plan periodically and construct facilities as needed.

Policy p.2. Support development of a Veterans Cemetery in the area.

Glossary

Consolidated Plan (Housing Assistance) – A plan required by the Department of Housing and Urban Development that prioritizes funding over a five-year period for allocation of local, state and federal funds. The plan also identifies community development needs (youth needs, economic development, etc.)

High Value Habitats – Areas that have high habitat value as natural ecosystems and provide the highest quality of wildlife habitat.

Housing Assistance Plan – The Housing Assistance Plan is part of the City’s Redevelopment Plan and defines how housing funds are to be utilized in the City.

Larger Developable Sites- Sites that are more than two acres in size.

Moderate Value Habitats – Areas where moderate levels of human disturbance and activities, such as mowing, wood gathering, and recreational use, have degraded its original value.

Parking Adjustment Districts – Districts where applications can be filed to provide less than the required parking onsite.

Special Status Species – Animal or plant species that are listed on a federal or state list of concern.

Townhouse – A residential unit that may have common walls with another housing unit.

Workforce Housing - Workforce housing in the City of Monterey is defined as affordable and attainable housing for the employment base of the City. There are broad categories of workforce housing, which are noted on the chart below.

- Government-subsidized housing assists those below 120% of median income. These funds come from local, State and Federal housing funds.
- Housing at above-moderate levels, commonly called “Below-Market-Rate-Housing” (BMR), must be from other non-governmental sources, or non-housing funds.
- Mixed-income housing projects are those projects that address the needs of many different employee income groups, from subsidized level to the market-rate level. This type of housing project is usually funded or financed through the collaboration of a variety of sources, including major employers seeking to address the housing needs of their employees.

While the workforce is composed of a broad spectrum of salaries, there is a much greater need, and thus a higher priority, for assistance at the lower-income levels.

Income level	Level Amount	Current Maximum Income	Current Maximum Purchase Price	Current Maximum Monthly Rent
Very Low Income	50% Median	\$30,400	\$100,751	\$633
Low Income	80% of Median	\$48,650	\$161,235	\$1,014
Median Income	100% of Median	\$60,800	\$201,502	\$1,267
Moderate Income	120% of Median	\$72,950	\$241,769	\$1,520
Below Market Rate 1	150% Median	\$91,200	\$302,253	\$1,900
Below Market Rate 2	170% Median	\$103,360	\$342,553	\$2,153

Assumptions:

1. Median Income Monterey County-\$60,800 for a Household of 4 individuals
2. 3 bedroom-1.5 bath home
3. Maximum Purchase Price, based on spending no more than 32% and Maximum Monthly Rent based on spending no more than 25% of their income on housing costs
4. "Maximum Income" based on percentage of median incomes
5. Current Maximum Purchase Price includes principal and interest payments of +/-32% of gross income and assumes 9% interest, 30-year amortization
6. The numbers listed in this chart may change over time due to changes in median income and State estimates.