HIGHWAY 68 AREA PLAN

City of Monterey

Approved by the City Council 19 June, 1984

Approved by City of Monterey Voters 6 November, 1984
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INTRODUCTION

I. Background

This is a plan for the Highway 68 Area prepared by the Highway 68 Area Plan Citizens Committee after almost two years of data gathering and analysis. The Committee, composed of fifteen Monterey residents, reflected a variety of views concerning development of the Highway 68 Area, and this Plan represents a consensus of those citizens and their viewpoints.

The need for the Highway 68 Area Plan arose with the passage of Measure "M" in February 1982. Measure "M" was a citizens' initiative that repealed the previous City Plan for the area, the Monterey II Plan, and required that prior to City approval of any land use change in the Highway 68 Area, "the proposed plan must be approved by the voters of the City of Monterey." The Highway 68 Area Plan is the new plan proposed for development of the Highway 68 Area.

II. Purpose

The purpose of the Highway 68 Area Plan is to establish goals and policies for the development of the Highway 68 Area that:

1. Protect existing and future Monterey residents from adverse impacts of Highway 68 Area development
2. Preserve the Monterey environment and quality of life
3. Meet the social needs of Monterey's citizens
4. Support the Monterey economy

The task of planning is to provide a general plan that balances these objectives on the basis of the present and foreseeable future needs of Monterey's citizens, their goals, and their values.

III. Scope

The Highway 68 Area Plan is an area element of the City of Monterey General Plan. It covers the area labeled Study Area in the 1983 General Plan. The Highway 68 Area includes Tarpey Flats, Monterra, Laguna Seca and Aguajito (see the Highway 68 Area Plan Map on page 6a). These properties total 4,943 acres as shown on the following Table:
PROPERTY      ACREAGE

Tarpey Flats..................................119
Monterra........................................2919
Laguna Seca....................................1005
Aguajito........................................900

TOTAL..........................................4943

Excluded from the Highway 68 Area Plan are three properties that had been included in the Monterey II Plan: (1) Ryan Ranch, excluded by Measure "M," is within the City limits and currently under development. (2) Lit Ng, within the City of Monterey Sphere of Influence, is being left for a future Plan and election. (3) Hidden Hills, outside the City Sphere of Influence, is expected to be developed under County of Monterey jurisdiction.

The Highway 68 Area Plan is general in scope and detail. It incorporates by reference numerous studies and plans affecting that area as well as pertinent elements in the 1983 City General Plan. It shall be used in determining zoning and subdivision consistency with the General Plan when individual development proposals are considered.

The Highway 68 Area Plan is a long-range plan, covering the period from 1984 to 2004. Since it is impossible to foresee actual changes over a twenty-year period, the Highway 68 Area Plan should not be expected to anticipate every eventuality. Instead, the Plan should be used as a standard to guide specific development plans and proposals. The Plan will require updating to keep pace with changing times, technologies, and values. Significant deviations from the Plan will require Plan amendments that must be ratified by Monterey voters at subsequent elections.

IV. Organization

The Highway 68 Plan is organized into five main sections. The first four deal with area-wide planning concerns: (1) Environmental Resources, (2) Social Needs, (3) Economic Issues, and (4) Facilities, Utilities, and Services. The goals and policies in these sections apply to all properties in the Highway 68 Area Plan. The fifth section deals with each major property separately and presents goals and policies that apply specifically to the individual property. The Plan concludes with a summary of the steps necessary to carry out the Plan.

A glossary of the more technical terms used in the Plan is provided at the end of the Plan. An Environmental Impact Report on the Plan is under separate cover and is available for reading at the City Planning Department.
ENVIRONMENTAL RESOURCES

The Highway 68 Area is environmentally sensitive. Rolling meadows, steep hillsides, and high ridges contribute to its scenic character; yet these lands are often fragile - prone to landslide, erosion, and seismic activity. A further environmental hazard may be posed by noise generated by human activities. Proposed land uses for this area must consider their visual impact upon scenic character, their proximity to environmental hazards, and their effect upon landforms, soil, and water resources.

I. Scenic Character

Highway 68 has been designated a State scenic highway. Within the area, the landforms combine in varying ways to give each property a distinctive scenic profile - from the chaparral covered highlands of Laguna Seca to the oak and pine bordered meadow of Tarpey Flats, a site often singled out for its scenic quality. Recognizing the value of the area's scenic character, the Highway 68 Plan seeks ways to protect this environmental resource.

GOAL A: To preserve the scenic character of the area.

Policy 1: Open space shall be planned to preserve, conserve, and maintain natural resources, rare and endangered plant species, and physical features of the area.

Policy 2: Large continuous expanses of native vegetation and trees should be conserved as the most suitable habitat for maintaining abundant and diverse wildlife.

Policy 3: Trees shall be preserved wherever possible and, where appropriate, trees of indigenous nature shall be added.

Policy 4: Development should be oriented to the natural terrain by encouraging innovation in site design, grading techniques, building types, and spacing of buildings.

Policy 5: Clustering shall be required where appropriate and feasible.

Policy 6: A mixture of building heights shall be encouraged providing that heights are compatible with the terrain and rural character of the area.

Policy 7: Architectural review of projects shall be required to insure visual compatibility of the development with the surrounding area.
I. **Hydrologic and Seismic Hazards**

Within the Highway 68 Area are steep slopes, landslide areas, and earthquake faults. Development in these areas could prove unsafe and could be costly to the public and private developers if structures were damaged by slides or earthquakes. Scarring of the land could spoil scenic views. Avoiding or reducing the consequences of these hazards is a basic planning concern.

**III.** To help protect against the possible loss of life, injury, damage to property, and economic and other social disruption from seismic and landslide hazards.

**Policy 1:** The type, density, location, design, and construction of development in seismic and landslide hazard areas shall be regulated to reduce, to an acceptable level, the risk resulting from earthquakes and landslides.

**Policy 2:** The prevailing slope of land shall be used as a criterion in evaluating land use activities. No building construction shall take place on slopes over 25%.

III. **Soil and Water Conservation**

Soil and water are key resources in the Highway 68 Area. Much of the soil in the area is highly erodible. When soil erodes and washes away, vegetation is lost and the land could become less stable. In the Highway 68 Area, the soil that is washed away flows down streams, such as Canyon del Rey Creek, and fills up lakes, such as the Frog Pond, Laguna Grande Lake, and Roberts Lake. Highway 68 Area soils need to be protected from erosion, and downstream lakes need to be protected from soil deposits. Highway 68 Area development is dependent on the area's underground water supply. It is replenished when rainwater seeps into the ground, where it remains until pumped back to the surface for use. This ground water needs to be conserved, kept free from pollution, and allowed to replenish.

**GOAL A:** To promote the conservation of soils and water as valuable natural resources.

**Policy 1:** The location, type, and density of land use shall be regulated to reduce the risk from flooding and erosion.

**Policy 2:** Existing and potential erosion hazards shall be identified, and plans to control erosion and siltation shall be prepared and implemented.
Policy 3: Vegetation should be preserved and provided where necessary to protect drainage channels from bank erosion and siltation.

Policy 4: The riparian wildlife and plant habitats should be protected.

Policy 5: Watersheds and recharge areas shall be protected.

Policy 6: Each project shall provide an analysis of storm drainage, ground water recharge, and water quality prior to approval.

Policy 7: Lots should be developed to maximize the amount of natural drainage which can be percolated into the soil and to minimize direct overland runoff onto adjoining properties, water courses, and streets.

Policy 8: The amount of impervious surfaces within the project design should be minimized, and, where feasible, a system of porous pavement, ponding areas, and siltation basins should be incorporated.

IV. Noise

The Highway 68 Area is subject to high noise levels. Fort Ord, Laguna Seca Raceway, Monterey Peninsula Airport, and Highway 68 are significant noise generators. Development should be planned to avoid intrusion of excessive noise.

GOAL A: To locate development to minimize the effect of noise levels generated by the major noise sources in the area.

Policy 1: Development shall be located to protect areas adjacent to existing and future roadways from excessive noise.

Policy 2: Noise should be minimized in residential areas by discouraging through traffic.

Policy 3: Development should be planned to protect areas from excessive Airport noise.

V. Energy

Significant amounts of energy will be consumed in the development of the Highway 68 Area and by the future residents of the area. Planning should consider ways to
reduce this consumption while obtaining maximum efficiency from the energy used.

GOAL A: To promote efficient energy use.

Policy 1: Energy efficiency should be incorporated into land use planning and into the design and location of development construction.
SOCIAL NEEDS

While housing, recreation, education, and library services are all basic elements in community social planning, a 1978 Monterey Social Needs Assessment concluded that the City's most important social need was affordable housing. The Highway 68 Area provides an opportunity for the City of Monterey to address these social needs for both its present and future citizens.

Population Projection

The population of the existing City of Monterey is approximately 28,000 people. The 1983 City General Plan Update estimates that 6,000 more people could be contained within the present City limits, bringing the projected total population to 34,000.

The Highway 68 Area Plan proposes development of approximately 3,550 residential units within the area. Based on the existing City population, a factor of 2.27 people per unit allows for a mix of singles, couples, and families. This would mean the addition of an estimated 8,059 residents from the Highway 68 Plan Area to Monterey's population over a twenty-year period.

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Existing City Population</td>
<td>28,000</td>
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<tr>
<td>Estimated Additional City Population</td>
<td>+ 6,000</td>
</tr>
<tr>
<td>Estimated Total City Limits Population</td>
<td>34,000</td>
</tr>
<tr>
<td>Estimated Highway 68 Plan Area Population</td>
<td>+ 8,059</td>
</tr>
<tr>
<td>Estimated Total Future City Population</td>
<td>42,059</td>
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</tbody>
</table>

I. Housing

A major social issue in Monterey is affordable housing. The City's residential land is almost built out. The remaining vacant land is in environmentally sensitive areas. Conversion of single family lots to multiple family use will be slow, even where zoning allows. Monterey's citizens are thus faced with less than 1% apartment vacancy rates and $124,286 median home sale prices. The 1978 Social Needs Assessment pointed out that lack of affordable housing was a particular problem for Monterey's elderly, young adults, and low-income residents. The lack of affordable housing is likely to worsen in the near and long-term future. A major question is whether the proposed housing will be of the types and prices that meet the needs of Monterey's citizens. Also at issue is the balance between an increased housing supply and the preservation of the area's scenic and environmental qualities.

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GOAL A. To increase the supply of housing units to ease the housing needs of current and future residents of the City of Monterey while protecting the environmental and scenic qualities of the area.

Policy 1: New home ownership opportunities in the Highway 68 Area should be provided for moderate, middle, and upper income groups, and all age, family type, and ethnic groups.

Policy 2: An additional supply of rental housing in the Highway 68 Area should be provided for persons of all income ranges and all ages, family types, and ethnic groups, especially for low to moderate income working families.

Policy 3: Housing opportunities should be promoted which meet the needs of students, the military, single-parent households, large families, the elderly, and the handicapped.

Policy 4: New housing development in the Highway 68 Area should be sensitive to the physical environment - viewsheds, hillside areas, vegetation, and watersheds.

II. Recreation

The 1978 Social Needs Assessment concluded that more outdoor recreational facilities were needed in the City of Monterey. Since then, Ryan Ranch has been rezoned to provide passive and active recreational facilities serving both present City and future Highway 68 Area residents. Within the boundaries of the present Highway 68 Area Plan, the Laguna Seca Golf Course would add to the City outdoor recreational facilities. Any school facilities located on Monterra and Laguna Seca would provide an opportunity for the School Districts and the City to share the use and cost of outdoor recreational facilities.

GOAL A: To provide for outdoor recreational facilities.

Policy 1: Parks and recreational facilities should be centrally located with respect to residential neighborhoods and school facilities to permit joint use of recreational facilities within a community center concept.

III. Education

Of the projected 8,059 new Highway 68 Area residents, an estimated 1,420 could be elementary, junior high, and high school students. Still other residents are potential community college students. Educational facilities should be made available to these students. Laguna Seca is within
the Washington Elementary School District, Salinas High School District, and Hartnell College District. Aguajito, Tarpey Flats, and Monterra are in the Monterey Peninsula Unified School District and Monterey Peninsula College District. Foothill Elementary School currently serves the area. York School, a private educational institution with grades 8 through 12, is located on Laguna Seca, and its facilities are also used by Golden Gate University, which offers curricula leading to college undergraduate and graduate degrees. Monterey Peninsula Unified School District owns a vacant fifty-acre parcel on Monterra.

GOAL A: To provide for public education facilities.

Policy 1: Public school sites adequate to meet anticipated student enrollment in the area shall be planned with the school districts whose boundaries include the Highway 68 Area.

IV. Library Services

The Monterey Library is being expanded to accommodate additional library users. Appropriate library services for Highway 68 Area residents will depend on the future methods of providing library services and the needed level of services.

GOAL A: To provide for library services.

Policy 1: The City of Monterey shall provide library services for the residents of the Highway 68 Area.
ECONOMIC ISSUES

Highway 68 Area development could contribute to the economic growth of Monterey and the Monterey Peninsula by providing moderately scaled commercial uses, new jobs, and appropriate housing opportunities. On the other hand, the City could suffer fiscal impact if Highway 68 Area development is not carefully planned, constructed, and maintained. The Highway 68 Area development thus provides potential economic opportunities that must be carefully weighed against potential fiscal constraints.

I. Economy

The construction of Highway 68 Area development could benefit the local construction industry. Provision of some commercial uses - neighborhood retail, hotel, and office - would benefit the City economically. At issue is the type and extent of commercial development should fit in with the overall economic planning of the City.

GOAL A: To coordinate the economic planning of the Highway 68 Area between the major properties and with the economic planning of the City.

Policy 1: Planning in the Highway 68 Area shall reflect the interrelationships between land uses, employment needs, housing demands, and provisions of commercial services between this area and the City of Monterey.

GOAL B: To provide office and commercial development which reflects concerns for the rural character of the area, has minimum visual impact on Highway 68, and serves the needs of residents of the area.

Policy 1: A compatible and appropriate mix of small commercial uses and residences within Highway 68 Area neighborhoods shall be encouraged.

Policy 2: Thoroughfare commercial development shall be discouraged.

II. Employment

Neighborhood retail, hotel, and office development would provide job opportunities for local residents. Job opportunities are also expected to increase in other areas of the City. The Presidio of Monterey is planning to double its population in the next five years. Major hotels are under construction in downtown Monterey and Cannery Row. The 213-acre Ryan Ranch Industrial Park adjacent to Laguna Seca is under construction. Housing in the Highway 68 Area that is compatible with the income levels and needs of employees in the City and Highway 68 Area would support
Monterey's role as the employment center of the Monterey Peninsula.

GOAL A: To provide jobs for local residents and increase employment as well as to develop housing in types and prices that meet the needs and income levels of Monterey employees.

Policy 1: Economic growth which provides jobs for local employees and increases employment shall be encouraged.

Policy 2: Development of housing in the Highway 68 Area of the types and prices that support the City's role as the employment center of the Monterey Peninsula shall be encouraged.

III. Fiscal

The Highway 68 Area's fiscal impact on the City of Monterey and other local governments is a significant economic issue. Substantial new development requires new capital facilities and utilities—fire stations, parks, roads, sewer and water lines—which incur operation, maintenance, and replacement costs. The concern is that the Highway 68 development not cause adverse fiscal impacts on the City of Monterey or reduce service levels to the citizens of Monterey.

GOAL A: To provide development that will increase City revenues and help ensure a high level of public services for City residents.

Policy 1: The citizens of Monterey, the City Council, and the Planning Commission should have information regarding the fiscal consequences of land use decisions before them.

Policy 2: Development shall be encouraged that will result in a sound tax base and is consistent with the City's capability to supply adequate services, protect the environment, and enhance the quality of life.

Policy 3: Highway 68 Area development shall pay its fair share of the costs of developing required public facilities and utilities as determined by the City of Monterey.
FACILITIES, UTILITIES, AND SERVICES

Development of the Highway 68 Area with urban uses will require urban facilities, utilities, and services. Residential development at urban densities will demand urban transportation and sewage and water improvements. Parks and schools will be needed to serve the new residents of the area. It will be necessary to coordinate the development of public facilities, utilities, and services with private development plans in order to insure the timely provision of necessary services to new residents as well as to preserve the level of services to existing residents. Since facilities, utilities, and services are provided on a community-wide basis, all the Highway 68 Area properties will need to cooperate in the financing, delivery, and maintenance of these services.

I. Traffic and Transportation

The main source of transportation for the Highway 68 Area in the foreseeable future will continue to be the private automobile, but increasing traffic on the Highway points to the need to encourage other forms of transportation. Whatever the form of transportation, all vehicles will travel the Highway 68 corridor. Highway 68 is currently near its carrying capacity. The addition of Highway 68 Area traffic, combined with continued growth in traffic from other areas, will take Highway 68 beyond its capacity. A plan line has been adopted to prepare for expanded capacity, but actual expansion will depend on the amount and rate of traffic growth on the Highway together with the amount and rate of financial ability to fund the expansion. A major concern is how to control development to avoid unsatisfactory traffic conditions on affected streets and highways.

GOAL A: To provide adequate traffic and transportation facilities.

Policy 1: Planning should address the ultimate freeway construction on Highway 68 and expansion of Highway 218.

Policy 2: Facilities, including routes and stops, for public transportation shall be provided to serve the Highway 68 Area.

Policy 3: Recreational trails for biking, hiking, or riding horses shall be planned.

Policy 4: Development shall provide pedestrian pathways to minimize safety hazards to pedestrians from vehicular traffic, especially in areas where higher densities are planned.
Policy 5: Bikeways should be planned to ease the transportation needs of Highway 68 Area residents.

GOAL B: To develop land uses and densities consistent with street and highway capacities in the Highway 68 Area.

Policy 1: Adequate traffic capacity shall be a criterion for consideration of new development.

Policy 2: New development shall be located where there is existing street and highway capacity or where funding for additional approved capacity is assured.

Policy 3: The desirable level of service for streets and highways in the Highway 68 Area is level of service C.

Policy 4: No new development will be permitted once level of service D is reached unless increased capacity is provided.

Policy 5: The appropriate agencies shall monitor the level of service of Highway 68 Area streets and highways when new development in the Highway 68 Area is considered.

Policy 6: A connecting road from Carmel Valley through Monterra to Highway 68 may be considered.

II. Sewer Services and Water Supply

The Monterey Regional Water Pollution Control Agency (MRWPCA) is responsible for sewage treatment on the Monterey Peninsula. It owns the treatment plants in Seaside and Monterey. A regional secondary treatment plant has been proposed for construction near Marina; once constructed, it will replace the local plants. Development in the Highway 68 Area will require sewage treatment. Sewer line improvements down Highway 68 and Canyon Del Rey will be needed to convey sewage to treatment facilities. The concern is the ability of the sewage system to accommodate development in the Highway 68 Area.

Water is a scarce resource on the Monterey Peninsula. It is supplied to Monterey by the California American Water Company through dams and wells on the Carmel River. The City is also part of the Monterey Peninsula Water Management District, which allocates water to the cities and jurisdictions in its District. At issue is the source of water supply to the Highway 68 Area. The City concern is
that it not exceed the City's water allocation or endanger its water supply reserve in times of drought.

GOAL A: To provide proper public facilities, utilities, and services.

Policy 1: Highway 68 Area development must annex to the regional sewer district or provide an adequate wastewater system.

Policy 2: Water sources should be from other than presently existing Cal-Am sources for areas not presently in Cal-Am service jurisdiction unless Cal-Am service capacity is increased.

Policy 3: Water availability must be documented to the satisfaction of the Monterey County Director of Environmental Health before any Highway 68 Areas can be approved for development.

Policy 4: Ground water impacts of future proposed developments shall be further evaluated to insure long-term protection of ground water supplies.

GOAL B: To develop land uses and densities consistent with sewer and water capacities in the Highway 68 Area.

Policy 1: Adequate sewer and water capacity shall be criteria for consideration of new development.

Policy 2: New development shall be permitted where there is existing sewer and water capacity or where additional capacity will be provided.

Policy 3: The cost of new sewer and water improvements shall be borne as equitably as possible among benefiting property owners and users.

Policy 4: The appropriate agencies shall monitor the level of sewer and water services to the Highway 68 Area when new development in the Highway 68 Area is considered.

III. Police and Fire

Once annexed to the City of Monterey, the Highway 68 Area development will require police and fire services. The projected Highway 68 Area population of 8,059 will require additional police officers and additional firefighters, equipment, and facilities. Development in the area will be required to adhere to fire prevention policies and standards, particularly those for hillside areas.
GOAL A: To allow urban development only where proper police and fire services can be economically provided, considering both social and economic costs and benefits.

Policy 1: Adequate levels of public safety services (police and fire) should be incorporated into the planning of development in this area.

Policy 2: Fire suppression in the grasslands area should be adequately planned and provided for, either by the City or through mutual aid from California Division of Forestry or some other appropriate agency.
MAJOR PROPERTY LAND USE
AND INDIVIDUAL POLICIES

NOTE: This section is divided into four parts, one for each of the properties in the Highway 68 Area. Under each property are listed policies that apply specifically to that property. They include the land uses designated for the property.

ALL PROPERTIES ARE ALSO GOVERNED BY THE POLICIES LISTED IN THE FIRST FOUR SECTIONS OF THIS PLAN UNDER "ENVIRONMENTAL RESOURCES," "SOCIAL NEEDS," "ECONOMIC NEEDS," "FACILITIES, UTILITIES, AND SERVICES," AND IN THE CONCLUDING SECTION ON "IMPLEMENTATION."

The Land Use section of the Highway 68 Area Plan consists of the Highway 68 Plan Map, the major property plan maps, and the following goals and policies for each major property in the Highway 68 Area. Included are Tarpey Flats, Monterra, Laguna Seca, and Agujajito. Individual land use, density, viewshed, utility, and facility policies are cited.

I. Tarpey Flats

Tarpey Flats consists of 120 acres fronting Highway 68 and straddling Olmsted Road. The parcel east of Olmsted Road contains 105 acres and the parcel west of Olmsted Road contains 15 acres. Given its proximity to Highway 68 and its central location in the Highway 68 Area, Tarpey Flats is a suitable site for public facilities and services. A major concern regarding Tarpey Flats is the preservation of its scenic character. Its oak and pine bordered meadow, with a gently rising knoll and its trees, contribute to the scenic value documented in the Highway 68 Scenic Highway Study. At issue is the type and extent of development that will preserve this scenic character and benefit the economy of Monterey.

GOAL A: To permit limited development on Tarpey Flats that provides employment opportunities for local residents.

Policy 1: The land uses east of Olmsted Road shall be office and open space.

Policy 2: The land uses west of Olmsted Road shall be office, neighborhood retail, residential, public, and open space.

GOAL B: To preserve the scenic character of Tarpey Flats.
Policy 1: A unified development plan that is compatible with the scenic character of Tarpey Flats shall be prepared. Special consideration should be given to retaining the scenic values of the Oak meadow area East of the knoll.

Policy 2: A minimum of 45% of the site on each side of Olmsted Road shall be retained in open space.

Policy 3: Building area ground coverage on the east side of Olmsted Road shall be limited to 11% maximum.

Policy 4: Building area ground coverage on the west side of Olmsted Road shall be limited to 14% maximum.

Policy 5: Building heights on Tarpey Flats shall be limited to a maximum of two stories and shall not exceed 35 feet in height. The overall limit for two-story construction shall be 35%.

Policy 6: The knoll and its trees (as depicted on the Tarpey Flats Map page 20a) shall be retained in its natural state.

GOAL C: To maintain the Highway 68 and Olmsted Road scenic corridors.

Policy 1: A greenbelt shall be established from the property line fronting Highway 68 as shown on the Tarpey Flats Map, page 20a.

Policy 2: Greenbelts shall be established from the property line fronting both sides of Olmsted Road as shown on the Tarpey Flats Map, page 20a.

Policy 3: Buildings and parking areas shall be heavily screened from Highway 68 and Olmsted Road.

GOAL D: To provide adequate traffic and transportation facilities on Olmsted Road and Highway 68.

Policy 1: Full roadway improvements on Highway 68 and Olmsted Road shall be provided to meet traffic demands of Tarpey Flats development as required by the City.

Policy 2: Unrestricted access to Tarpey Flats shall be from Olmsted Road and one additional emergency access point east of the knoll to Highway 68.
II. Monterra

Monterra, the largest property in the Highway 68 Area, consists of 2,919 acres. The property extends along the south side of Highway 68 for approximately 2.5 miles and up to 2 miles in width from Highway 68 south towards the Carmel Valley. Its topography ranges from 200 feet above sea level to 1,000 feet at the crest separating the Highway 68 Valley from the Carmel Valley. Approximately 61% of Monterra is on slopes greater than 25%. Monterra thus contains a very sensitive environment. At the same time, it provides an opportunity to increase Monterey's housing supply. At issue is how residential development can be fit into this very sensitive environment while preserving its essential scenic character for the long-term future.

GOAL A: To preserve the scenic character of the Monterra area.

Policy 1: The permitted land uses in Monterra shall be residential, open space, and neighborhood commercial.

GOAL B: To increase the supply of housing units to ease the housing needs of current and future residents of the City of Monterey while protecting the environmental and scenic qualities of the Monterra area.

Policy 1: A maximum of 1,700 dwelling units will be permitted on Monterra.

Policy 2: Housing for a variety of incomes should be provided on Monterra. No less than 15% of the dwelling units shall be moderate-income housing. Lower-income housing shall be encouraged and may be substituted for moderate-income housing. Development of such units shall be proportionately phased in with the development of other dwelling units.

GOAL C: To provide commercial development in reasonable proximity to major residential areas.

Policy 1: Neighborhood shopping areas which meet the minimum basic needs of residents shall be planned.

GOAL D: To maintain Highway 68 and Olmsted Road as scenic corridors.

Policy 1: Viewsheds seen from Highway 68 toward all sections of Monterra shall be preserved.
Policy 2: Roads in the Monterra area shall be screened from Highway 68.

Policy 3: All buildings shall be screened from Highway 68 and Olmsted Road.

Policy 4: Development in ridgeline areas shall not silhouette against the skyline and shall be substantially screened from public viewing areas.

Policy 5: Development in forested areas should not create obvious gaps in the wooded foothills and skylines.

Policy 6: A greenbelt shall be established from the property line fronting Highway 68 as shown on the Monterra Map, page 22a.

GOAL E: To provide adequate traffic and transportation facilities.

Policy 1: Full roadway improvements on Highway 68 and Olmsted Road shall be provided to meet existing and anticipated traffic demands of Monterra.

**Tarpey Flats Area of Monterra**

The Tarpey Flats Area of Monterra is a portion of Monterra on the south portion of Tarpey Flats. Because of its sensitive nature, goals, and policies have been prepared specifically for this area.

GOAL A: To preserve the scenic character of the Tarpey Flats Area of Monterra.

Policy 1: The primary land uses in the Tarpey Flats Area of Monterra shall be residential and open space.

Policy 2: A suburban character of development in the Tarpey Flats Area of Monterra shall be encouraged.

Policy 3: An open space area to the east of Foothill School and both sides of Olmsted Road shall be preserved as a passive park.

Policy 4: Building height and colors shall be compatible with the terrain and scenic character of the Tarpey Flats Area of Monterra.
Policy 5: Development in the Tarpey Flats Area of Monterra shall be substantially screened by the existing trees. Removal of existing trees shall be discouraged.

GOAL B: To maintain the Highway 68 and Olmsted Road scenic corridors.

Policy 1: Greenbelts shall be established from the property lines fronting both sides of Olmsted Road as shown on the Tarpey Flats Area of Monterra Map, page 22a.

Policy 2: The viewshed from Highway 68 shall be preserved by locating buildings and parking outside the viewlines and by requiring building and parking areas to be heavily screened from Highway 68, Olmsted Road, and Via Casoli Extension viewlines.

Monterey Peninsula Unified School District Property

The Monterey Peninsula Unified School District owns a fifty-acre parcel surrounded by Monterra. The property is within the City limits of Monterey and is zoned "A" (agricultural). The School District has planned the site for Junior/Senior High School use. The following policy would apply if the School District ever decided to declare the property surplus and sell it for public or private development.

Policy 1: The land uses on Monterey Peninsula Unified School District property shall be school, park/open space, and an appropriate mix of low and moderate-income housing not to exceed a total of 300 units. All pertinent goals and policies of the Highway 68 Area Plan shall apply to this property.

III. Laguna Seca

Laguna Seca Ranch consists of 1,005 acres. It is adjacent to the City of Monterey at York Road and Highway 68. The site extends 2.3 miles east along Highway 68. The westerly portion from York Road to the Laguna Seca Golf Course contains a private school and 102 homes and approved vacant lots that are outside the scope of this Plan. The area east of the golf course to the Laguna Seca Regional Park boundary is a horse ranch, which sits in the East Valley. Del Rey Creek drains along the Highway 68 frontage. Slopes, bowls, peaks, and steep ravines make up the topography on the rest of the property. Approximately 18% of the site is over 25% slope. The eastern portion of Laguna Seca is presently outside the Sphere of Influence for
the City of Monterey. The Highway 68 Area Plan proposes that the entire Laguna Seca Ranch be in Monterey's Sphere of Influence for future urban development. The property offers an opportunity to meet the housing needs of Monterey residents as well as to provide some office and commercial development. These uses must be balanced with the preservation of the Ranch's scenic quality.

GOAL A: To preserve the scenic character of the Laguna Seca Ranch area.

Policy 1: The land uses in Laguna Seca Ranch shall be residential, office, commercial, visitor commercial, recreational, and open space.

GOAL B: To increase the supply of housing units to ease the housing needs of current and future residents of the City of Monterey while protecting the environmental and scenic qualities of the Laguna Seca Ranch area.

Policy 1: A maximum of 1,650 dwelling units will be permitted on Laguna Seca Ranch.

Policy 2: Housing for a variety of incomes should be provided on Laguna Seca Ranch. No less than 15% of the dwelling units in newly approved developments shall be moderate-income housing. Lower-income housing shall be encouraged and may be substituted for moderate-income housing. Development of such units shall be proportionately phased in with development of other dwelling units.

GOAL C: To provide commercial development which reflects concern for the rural character of the area, minimum visual impact on Highway 68, and needs of the residents of the area.

Policy 1: A neighborhood shopping area that meets the minimum basic needs of residents shall be planned.

Policy 2: A resort hotel of not more than 100 visitor accommodation units may be developed in conjunction with the golf course provided that the hotel is limited to two stories in height and is not all in a single structure.

GOAL D: To maintain the Highway 68 scenic corridor.

Policy 1: Viewsheds shall be preserved, and development in the Laguna Seca Ranch shall be substantially screened from Highway 68.
Policy 2: Roads in Laguna Seca Ranch shall be screened from Highway 68 insofar as feasible.

Policy 3: A greenbelt shall be established from the property line fronting Highway 68 as shown on the Laguna Seca Map, page 24a.

Policy 4: Development in ridgeline areas shall not silhouette against the skyline and shall be substantially screened from public viewing areas.

GOAL E: To provide adequate traffic and transportation facilities.

Policy 1: Full roadway improvements shall be provided on Highway 68 to meet existing and anticipated traffic demands of Laguna Seca Ranch.

LAGUNA SECA OFFICE PARK

The Laguna Seca Office Park site is at the northeast corner of Highway 68 and York Road. It parallels Highway 68 and Canyon Del Rey Creek. An extensive oak grove exists along the creek. The rest of the site is a sloping area with arroyos extending to the valley floor. Because of the special planning concerns related to its development, goals and policies have been prepared specifically for this area.

GOAL A: To permit development at Laguna Seca Office Park that preserves the scenic character of the site.

Policy 1: The land uses on Laguna Seca Office Park shall be office and open space.

Policy 2: The density of development for each parcel shall be evaluated on its own merits based on trees and vegetation, topography, visual impact, and drainage.

Policy 3: Building heights on Laguna Seca Office Park shall be limited to a maximum of two stories and shall not exceed 35 feet in height.

Policy 4: A greenbelt shall be established from the property line fronting Highway 68 as shown on the Laguna Seca Map, page 24a.

Policy 5: A minimum of 45% of the Laguna Seca Office Park shall be retained in open space.
IV. **Aguajito**

The 900-acre Aguajito property lies below Jacks Peak Regional Park and is served by Olmsted Road, Jacks Peak Road, Monhollan Road, and Aguajito Road. The area is typified by pine-covered slopes which serve as a scenic backdrop to Monterey. Either large lot residential development comparable to surrounding development or cluster residential development appears appropriate.

**GOAL A:** To preserve the scenic character of the Aguajito area.

Policy 1: The land uses in Aguajito shall be residential and open space.

**GOAL B:** To increase the supply of housing units to ease the housing needs of current and future residents of the City of Monterey while protecting the environmental and scenic qualities of the Aguajito area.

Policy 1: A maximum of 200 dwelling units will be permitted on Aguajito.

Policy 2: No less than 15% of the dwelling units shall be moderate-income housing. Lower-income housing shall be encouraged and may be substituted for moderate-income housing. Development of such units shall be proportionately phased in with the development.

**GOAL C:** To maintain the Olmsted Road, Jacks Peak Road, Monhollan Road, and Aguajito Road scenic corridors.

Policy 1: Viewsheds shall be preserved and development in Aguajito shall be substantially screened from Highway 68, Olmsted Road, Jacks Peak Road, Monhollan Road, and Aguajito Road.

Policy 2: Roads in Aguajito shall be screened from Highway 68, Olmsted Road, Jacks Peak Road, Monhollan Road, and Aguajito Road insofar as feasible.

Policy 3: A greenbelt shall be established from the property line fronting Olmsted Road, Jacks Peak Road, Monhollan Road, and Aguajito Road as shown on the Aguajito Map, page 27a.

Policy 4: Development in ridgeline areas shall not silhouette against the skyline and shall be substantially screened from public viewing areas.
GOAL D: To provide adequate traffic and transportation facilities.

Policy 1: Roadway improvements shall be provided as required by the City on Olmsted Road, Jacks Peak Road, Monhollan Road, and Aguajito Road to meet existing and anticipated traffic demands of Aguajito.

RESIDENTIAL UNIT SUMMARY

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>LOW &amp; MODERATE</th>
<th>MIDDLE &amp; UPPER</th>
<th>TOTAL</th>
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<tr>
<td>Aguajito</td>
<td>30</td>
<td>170</td>
<td>200</td>
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<tr>
<td>Monterra*</td>
<td>255</td>
<td>1445</td>
<td>1700</td>
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<tr>
<td>Laguna Seca**</td>
<td>248</td>
<td>1402</td>
<td>1650</td>
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<tr>
<td>TOTAL</td>
<td>533</td>
<td>3017</td>
<td>3550</td>
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</tbody>
</table>

* This excludes the potential of 300 low or moderate-income units on MPUSD if a school is not developed.

** This excludes the 102 existing dwelling units and approved lots.
IMPLEMENTATION

In compliance with Measure "M," the Highway 68 Area Plan will be submitted to the voters of Monterey for approval. Once the Plan is approved, prezoning and annexation proceedings can be initiated before LAFCO (Monterey County Local Agency Formation Commission) for all properties in the Highway 68 Area except eastern Laguna Seca, currently outside the City's Sphere of Influence. Before prezoning and annexation proceedings can be initiated for the eastern portion of Laguna Seca, the City must receive approval from LAFCO to amend its Sphere of Influence to include this area.

The timing of Highway 68 Area property annexation, subdivision, and development will depend on the goals and policies of the City of Monterey. Managing the growth of the City over the next 10 to 20 years will be the responsibility of the citizens and City Council of Monterey.

GOAL: To provide for the orderly growth of the Highway 68 Area in accordance with community desires and the ability to provide public services.

Policy 1: The City's growth management program controlling the rate of development shall be implemented if the provision of public services (sewers, water, drainage, adequate highway and roads, police, fire, and schools) becomes a problem or if the growth rate of the area is higher than the City feels is acceptable.
DEFINITION OF TERMS

As used in this Plan, these terms have the following meanings:

- **ACTIVE RECREATION FACILITIES**: Those facilities for organized sports such as baseball, football, and soccer fields and for individual activities such as tennis courts and swimming pools.

- **AFFORDABLE HOUSING**: Housing developed for people whose income is less than 120% of the area's median income. Low and moderate-income housing is affordable housing.

- **ARCHITECTURAL REVIEW**: The procedures and regulations requiring structures to be suitable, harmonious, and in keeping with the general appearance, historical character, or style of the surrounding area. In Monterey, an Architectural Review Committee exists to conduct this review.

- **CLUSTER**: The arrangement of structures in closely related groups. Rather than spreading buildings over an entire parcel, cluster projects concentrate buildings in certain areas and preserve the parcel's natural features in other areas.

- **DENSITY**: A method of expressing the number of units on a parcel of land. It is usually computed per acre, e.g. five units per acre.

- **DEVELOPMENT**: Any activity which occurs on a parcel of land involving the subdivision of land, placement of structures, or change in density or intensity of use.

- **ENCOURAGE**: This word implies a general endorsement. It is not mandatory, nor does it necessarily imply City administrative or financial support.

- **ENERGY**: Natural and generated sources of heating, cooling and propulsion including petroleum, natural gas, electricity, solar, and wind power.

- **ENVIRONMENTALLY SENSITIVE DEVELOPMENT**: Development that reflects a concern for conserving land and energy resources while maintaining a better living environment for existing and future residents.

- **FISCAL IMPACT**: The effect of development on local government's ability to deliver services in a cost effective manner.

- **GOAL**: A very broad statement of purpose which provides direction for more specific policies and programs.
- GREENBELT: Areas along roads or highways that remain in their natural state with no cutting, grading, or tree removal except for highway access roads or greenbelt maintenance. No construction of buildings, parking lots, or above grade utilities is allowed in greenbelts.

- IMPLEMENTATION: The specific actions the City takes to carry out the goals and policies of the Plan. Such actions may include Capital Improvements Programs, zoning, and code enforcement.

- LEVEL OF SERVICE C: An indication of a road's performance based on an evaluation of driving conditions. Level C is stable flow or operation. If signalized, drivers occasionally may have to wait through more than one red indication. This level is suitable operation for urban design purposes. Acceptable delay. (Source: Highway Capacity Manual, HRS Special Report 87)

- LEVEL OF SERVICE D: Approaching unstable flow or operation; queues develop, but are quickly cleared. Tolerable delay. (Source: Highway Capacity Manual, HRS, Special Report 87)

- LOWER-INCOME HOUSING: Housing developed for people whose income is less than or equal to 80% of the area's median income.

- MODERATE-INCOME HOUSING: Housing developed for people whose income is greater than 80%, but less than 120% of the area's median income.

- OPEN SPACE: Land retained in its natural state or landscaped for recreational use and outdoor activities.

- PASSIVE RECREATIONAL FACILITIES: Those facilities for group or individual activities such as hiking, picnicking, nature walks, and bird and animal watching.

- PLAN LINE: The precise location of a proposed future new or expanded road or highway. The purpose of establishing a plan line is not only to determine the highway's location but also to protect that location from encroachment or development. Plan lines are adopted by State, County, and City governments following design and environmental impact studies.

- POLICY: Specific statement indicating the kinds of actions that should be taken to address the issues and meet the goals of the Plan.

- RIPARIAN: Pertaining to a natural plant community that is dependent upon a water body or water course, generally supporting a diversity of wildlife.
• SIGNIFICANT ADVERSE EFFECTS: A substantial or potentially substantial impact which could negatively change the environment.

• THOROUGHFARE COMMERCIAL: Commercial development in a narrow band along one or both sides of a major street.

• VIEWSHED: An unobstructed line of sight from a public place to a dominant focal point that is notable for its natural or aesthetic qualities.