



THE CITY OF  
**MONTEREY**

EXHIBIT A

# 2023-31 HOUSING ELEMENT

Public Review Draft



AUGUST 2, 2023



# **2023-31 HOUSING ELEMENT**

## **Public Review Draft**

August 2, 2023

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**Introduction ..... 1-1**

*Purpose and Objectives..... 1-2*

*Legal Requirements..... 1-3*

*Process for Updating the Housing Element..... 1-5*

*Organization of the Housing Element ..... 1-7*



**Community Profile ..... 2-1**

*Location and Context ..... 2-2*

*Population Characteristics..... 2-4*

*Housing Market Characteristics ..... 2-9*

*Economic Characteristics ..... 2-11*

*Recent Development Trends..... 2-12*



**Adequate Sites for Housing ..... 3-1**

*Land Resources..... 3-2*

*Financial Resources ..... 3-25*

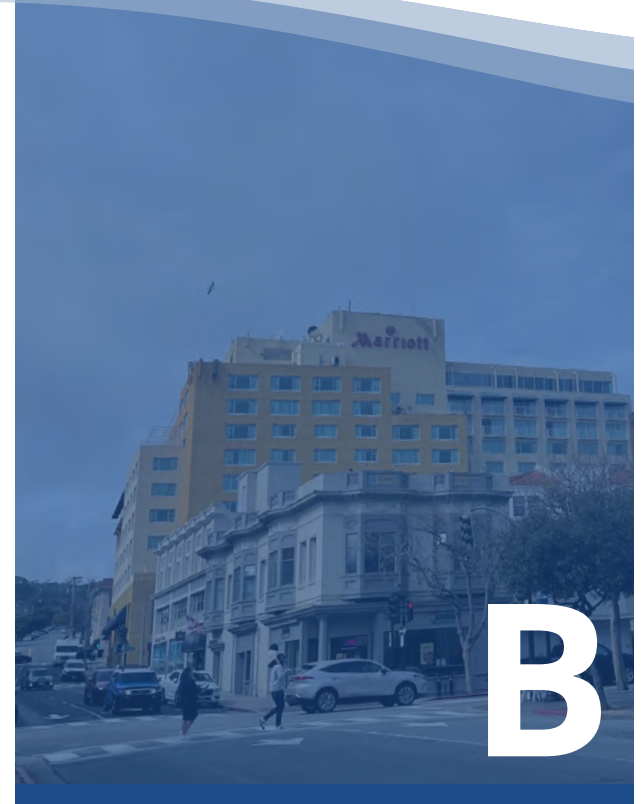
*Administrative Resources..... 3-26*



<b>Housing Action Plan.....</b>	<b>4-1</b>
<i>H-1: Increase Housing Supply.....</i>	<i>4-2</i>
<i>H-2: Removing Barriers to Housing.....</i>	<i>4-8</i>
<i>H-3: Fair Housing .....</i>	<i>4-12</i>
<i>H-4: Homelessness Prevention and Needs .....</i>	<i>4-15</i>
<i>H-5: Sustainability and Energy Efficiency .....</i>	<i>4-18</i>
<i>H-6: Monitoring Progress .....</i>	<i>4-18</i>
<i>Quantified Objectives.....</i>	<i>4-20</i>
<i>Action Plan Timeline.....</i>	<i>4-22</i>



<b>Appendix A: Sites Inventory.....</b>	<b>A-1</b>
<i>Housing Element Sites Inventory.....</i>	<i>A-1</i>



<b>Appendix B: Needs Assessment.....</b>	<b>B-1</b>
<i>Population Characteristics.....</i>	<i>B-1</i>
<i>Household Characteristics.....</i>	<i>B-4</i>
<i>Employment.....</i>	<i>B-6</i>
<i>Special Needs Groups .....</i>	<i>B-8</i>
<i>Housing Stock Characteristics.....</i>	<i>B-23</i>
<i>Housing Costs and Affordability.....</i>	<i>B-31</i>
<i>Assisted Housing at Risk of Conversion.....</i>	<i>B-42</i>
<i>Energy Conservation .....</i>	<i>B-44</i>
<i>Projected Housing Need.....</i>	<i>B-45</i>





## Appendix C: Housing Constraints .....C-1

C.1 Non-Governmental Constraints.....	C-1
C.2 Governmental Constraints.....	C-18
C.3 Land Use Plans and Policies.....	C-18
C.4 Land Use and Development Regulations.....	C-21
C.5 Provision for a Variety of Housing Types.....	C-29
C.6 Housing Regulations.....	C-37
C.7 Permits and Processing Procedures .....	C-40
C.8 Fees.....	C-43
C.9 Transparency in Development Regulations .....	C-46
C.10 Key Findings.....	C-47



## Appendix D: AFFH Analysis ..... D-1

D.1 Fair Housing Enforcement and Capacity.....	D-2
D.2 Segregation and Integration.....	D-11
D.3 Racially/Ethnically Concentrated Areas of Poverty and Affluence .....	D-39
D.4 Disparities in Access to Opportunity.....	D-43
D.5 Disproportionate Housing Needs & Displacement Risk.....	D-56



## Appendix E: Fifth Cycle Accomplishments ..... E-1

E.1 Effectiveness of Programs for Special Housing Needs...	E-1
E.2 Key Actions .....	E-2
Table of Housing Programs by Progress Report.....	E-6





**Appendix F: Additional Analysis and Information  
in Support of Housing Projections ..... F-1**

*Table of Representative Projects from Monterey  
County Jurisdictions ..... F-1*

*Housing Precedent Projects in Monterey County..... F-2*

*Letter of Interest from Monterey Peninsula Unified  
School District ..... F-17*



**Appendix G: Outreach Materials .....G-1**

*Outreach Materials ..... G-1*

*Listening Session Summaries..... G-3*

*February 21, 2023 Joint Study Session Presentation ..... G-8*

*Community Survey Mailer #1 and #2..... G-51*

*Pop-Up Outreach Summary.....G-53*

*Community Survey Outreach Poster..... G-54*

*Community Survey Report.....G-56*

*June 20, 2023 Joint Study Session Presentation ..... G-230*

# LIST OF FIGURES

Map 2-1: Location and Context .....	2-3
Map 2-2: Environmental Hazards .....	2-5
Map 2-3: Job Inflow and Outflow, 2020 .....	2-13
Map 3-1: Pipeline Projects .....	3-6
Map 3-2: Opportunity Sites by Tier .....	3-8
Map 3-3: Opportunity Areas .....	3-9
Map 3-4: Downtown .....	3-10
Map 3-5: North Fremont.....	3-11
Map 3-6: Lighthouse .....	3-12
Map 3-7: Garden Road.....	3-13
Map 3-8: Pacific/Munras/Cass.....	3-14
Map 3-9: Del Monte.....	3-15
Map 3-10: Ryan Ranch and Fort Ord.....	3-16
Map 3-11: Sites Outside Opportunity Areas .....	3-18
Map 3-12: Education Workforce Housing Overlay Sites .....	3-20
Map 3-13: Congregational Overlay Sites.....	3-21
Map 3-14: Sites Available for Housing .....	3-23
Map 4-1: Permit Streamlining Pilot Area .....	4-5
Map 4-2: By-Right Rezoning Sites from Prior Inventories .....	4-9

# LIST OF TABLES

Table 1-1: Monterey Regional Housing Needs Assessment, 2023-2031 .....	1-4
Table 2-1: Monterey Population Projections (2010-2050) .....	2-4
Table 2-2: Monterey Population Projections (2010-2050).....	2-12
Table 2-3: Monterey Housing Types, 2010-2023 .....	2-12
Table 3-1: Regional Housing Needs Allocation 2023-2031 .....	3-3
Table 3-2: Pipeline Projects .....	3-4
Table 3-3: Recent ADU Approvals.....	3-22
Table 3-4: Summary of RHNA Capacity .....	3-24
Table 4-1: 2023-2031 City of Monterey Quantified Objectivities .....	4-20
Table 4-2: Action Plan Timeline.....	4-22

# LIST OF CHARTS

Chart 2-1: Population by Race in Monterey, 2010 and 2020.....	2-4
Chart 2-2: Age Distribution in Monterey, 2010 and 2020 .....	2-6
Chart 2-3: Educational Attainment Among Those Age 25 Years and Over, 2020..	2-7
Chart 2-4: Housing Stock in Monterey, 2023 .....	2-9
Chart 2-5: Age of Monterey Housing Stock.....	2-9
Chart 2-6: Monterey Household Tenure, 2000 to 2020 .....	2-10
Chart 2-7: Housing Affordability in Monterey.....	2-10
Chart 2-8 Cost Burden in Monterey .....	2-11
Chart 2-9: Monterey and Surrounding Areas Employment by Industry, 2020 ...	2-11

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# 1 INTRODUCTION

- Purpose and Objectives
- Legal Requirements
- Process for Updating the Housing Element
- Organization of the Housing Element
- General Plan Consistency

# 1 INTRODUCTION

## PURPOSE AND OBJECTIVES

All California cities and counties are required to have a Housing Element included in their General Plan which establishes housing objectives, policies, and programs in response to community housing conditions and needs. This Housing Element has been prepared to respond to current and near-term future housing needs in the City of Monterey and provide a framework for the community's longer-term approach to addressing its housing needs.

The Housing Element contains goals, updated information, and strategic directions (policies and implementing actions) that the City is committed to undertaking. Housing affordability in Monterey County and in California is a critical issue. Over the past 30 years, housing costs have ballooned, driven by rising construction costs and land values, and homeownership in Monterey and throughout Monterey County has become an ever more distant dream for many people. The typical home value in Monterey in

August 2022 was more than \$1.1 million, an increase of 54 percent over the past decade. The double-edged sword of steep home prices is apparent as subsequent generations are priced out of the local housing market. Similarly, people who work in Monterey are often forced to live far away where housing is more affordable, and high housing costs have become a significant obstacle to hiring service and hospitality workers, teachers, first responders, and others essential to the community.

This Housing Element touches many aspects of community life. It builds upon the goals, policies and implementing programs contained in the City's 2015-2023 Housing Element and other City policies and practices to address housing needs in the community. The overall focus of the Housing Element is to preserve and enhance community life, character, and serenity through the provision of adequate housing opportunities for people at all income levels, while being sensitive to the unique and historic character of Monterey that residents know and love.



The following are some of the specific purposes of the Housing Element update:

1. **Address Regional Housing Needs Allocation (RHNA).** Ensure capacity for the development of new housing to meet the RHNA of 3,654 housing units at all income levels for the 2023-2031 planning period.
2. **Provide a Variety of Housing Opportunities.** Provide a variety of housing opportunities proportionally by income to accommodate the needs of people who currently live, work, and go to school in Monterey, such as elderly residents, large families, students, teachers, and service and hospitality workers.
3. **Provide Equal Housing Opportunities.** Provide for fair and equal housing opportunities for all persons, regardless of protected characteristics, including but not limited to, age, ancestry, sex, gender, gender expression, sexual orientation, religion, disability, family status, race, creed, color, or national origin.
4. **Address Affordable Housing Needs.** Continue existing and develop new programs and policies to meet the projected affordable housing need of extremely low, very low, low, and moderate-income households.
5. **Address the Housing Needs of Special Need Groups.** Continue existing and develop new programs and policies to



meet the projected housing needs of persons living with disabilities, unhoused people, elderly residents, students, and other special needs households in the community.

6. **Remove Potential Constraints to Housing.** Evaluate potential constraints to housing development and encourage new housing in locations supported by existing or planned infrastructure, while maintaining existing neighborhood character. Develop programs to help remove or reduce barriers to the development of housing for all income levels.
7. **Maintain Existing Housing.** Maintain the existing housing stock to assure high quality maintenance, safety, and habitability of existing housing resources.
8. **Provide Adequate Housing Sites.** Identify appropriate housing sites within specified areas that have the potential to accommodate or are proximate to transportation, shopping and schools, and the accompanying zoning required to accommodate housing development.
9. **Promote Sustainability and Energy Efficiency.** Continue to promote sustainability and energy efficiency in residential development to lower energy use through energy-efficient urban design and through better design and construction in individual projects.

## LEGAL REQUIREMENTS

State law requires each city, town, and county in California to adopt a General Plan containing at least seven elements, including a Housing Element. Regulations regarding Housing Elements are found in the California Government Code sections 65580-65589. Although the Housing Element must follow State law, it is by its nature a local document. The focus of the Monterey Housing Element is on the needs and desires of Monterey residents and workers as they relate to housing in the community. Within these parameters, the intent of the Element is also to comply with State law requirements.

Unlike the other mandatory General Plan elements, the Housing Element requires periodic updating and is subject to detailed statutory requirements and mandatory review by the State of California Department of Housing and Community Development — HCD. According to State law, the Housing Element must:

- Provide goals, policies, quantified objectives, and scheduled programs to preserve, improve and develop housing.
- Identify and analyze existing and projected housing needs for all economic segments of the community.
- Identify adequate sites that will be zoned and available within the Housing Element planning period — between 2023 and 2031 — to meet the City's share of regional housing needs at all income levels.
- Be submitted to HCD to review and “certify” that the Housing Element complies with State law.

State law establishes detailed content requirements for Housing Elements and establishes a regional “fair share” approach to distributing housing needs throughout all communities in the Association of Monterey Bay Area Governments (AMBAG) region. The law recognizes that for the private sector and non-profit housing sponsors to address housing needs and demand, local governments

must adopt land use plans and implementing regulations that provide opportunities for, and do not unduly constrain, housing development.

## REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

Monterey's Housing Element was last updated in 2015 to plan for the years 2015-2023. This Housing Element update reflects the RHNA as determined by AMBAG for the Sixth Cycle Housing Element update, covering the years 2023-2031. The RHNA is a State-mandated process intended to ensure every city, town, and county plans for enough housing production to accommodate future growth. HCD assigns each region of the state an overall RHNA allocation. For the three-county Monterey Bay region, which includes Monterey, San Benito, and Santa Cruz counties, AMBAG distributes a “fair share” portion of that allocation to each local jurisdiction. Each city and county must then identify adequate sites with a realistic capacity for development sufficient to meet this RHNA.

For the 2023-2031 period, Monterey must identify sites sufficient to accommodate 3,654 new housing units between 2023 and 2031, with a specific number of units designated as affordable to each income category, as shown in [Table 1-1](#). The RHNA does not specifically break down the need for extremely-low-income households. As provided by State law, the housing needs of extremely-low-income households, or those making less than 30 percent of area median income (AMI), is estimated as 50 percent of the very-low-income housing need. More detail on the RHNA allocation process is described in Chapter 3 as well as in Appendix C.





Table 1-1: Monterey Regional Housing Needs Assessment, 2023-2031

INCOME LEVEL	AMI	NEEDED UNITS	PERCENT OF NEEDED UNITS
Very-Low-Income	0-50%	1,177	32.2%
Low-Income	51-80%	769	21.0%
Moderate-Income	81-120%	462	12.6%
Above-Moderate-Income	>120%	1,246	34.1%
<b>Total</b>		<b>3,654</b>	<b>100.0%</b>

Source: HCD State Income Limits, 2023; City of Monterey, 2022

## HOUSING ELEMENT LAW: STATE CHANGES

Various amendments have been made to Housing Element law since adoption of the 2015-23 Housing Element, especially since 2017. Some of the key changes for 6th cycle RHNA and Housing Element update include:

- Assembly Bill (AB) 72 (2017), codified in Government Code section 65585, provides additional authority to State HCD to scrutinize housing elements and enforce housing element noncompliance and other violations of state housing laws.
- AB 879 (2017), which amended Government Code sections 65400, 65583, and 65700 and Health and Safety Code section 50456, and AB 1397 (2017), which amended Government Code sections 65580, 65583, and 65583.2, require additional analysis and justification of sites listed on a local government's housing sites inventory, additional explanation of the realistic capacity of those listed sites, and further scrutiny of governmental and nongovernmental constraints that limit the production of housing.
- AB 686 (2018), which amended Government Code sections 65583 and 65583.2, requires local governments to Affirmatively Further Fair Housing (AFFH) by including in revised housing elements (1) an assessment of fair housing; (2) equitable distribution of housing to meet the needs of households at all income levels and dismantle segregated living patterns with integrated and balanced living patterns;

(3) policies and programs that address fair housing barriers and promote fair housing patterns; and (4) a comprehensive, collaborative, accessible, inclusive, and equity-driven public engagement approach.

- AB 215 (2021), which amended Government Code section 65585, extends the housing element compliance review process by requiring local governments to make draft housing elements available for public review prior to submittal to State HCD rather than conducting concurrent review. The draft must be made publicly available for at least 30 days, and the local government must consider and incorporate public comment for at least 10 business days, before sending the draft to State HCD. AB 215 also increased State HCD's review period of the first draft element submittal from 60 to 90 days and within 60 days of its receipt for a subsequent draft amendment or adoption. However, the January 31, 2023, statutory deadline remains the same, even as these new requirements have significantly added to the time a city needs to complete the overall housing element update process.
- AB 1398 (2021), which amended Government Code sections 65583, 65583.2, and 65588, revises the consequences for local governments that do not meet the deadline for housing element adoption. Local governments must complete rezoning no later than one year from the statutory deadline for adoption of the housing element if that jurisdiction fails to adopt a housing element that State HCD has found to be in

substantial compliance with state law within 120 days of the statutory deadline. The City retains the three-year rezoning period if the housing element is adopted within 120 days of the statutory deadline.

- AB 1304 (2021), which amended Government Code sections 8899.50, 65583, and 65583.2, clarifies that a public agency has a mandatory duty to comply with existing Housing Element Affirmatively Furthering Fair Housing (AFFH) requirements. AB 1304 revises the items to be included in AFFH analysis and requires that analysis to be done in a specified manner. In addition, the housing inventory must analyze the relationship of the sites identified in the inventory to the city's duty to affirmatively further fair housing.

The contents of this Housing Element comply with these amendments and all other requirements of Housing Element law.



## ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) will be prepared to identify and mitigate any significant adverse environmental effects that could result from implementation of the 2023-31 City of Monterey Housing Element. Consistent with the requirements of the California Environmental Quality Act (CEQA), a Notice of Preparation (NOP) of an EIR was circulated to invite comments from public agencies and interested community members to scope content of issues and alternatives that should be considered in the EIR. A public review Draft EIR will be released in Fall 2023, reflecting comments on the NOP. The Final EIR, responding to public comments on the Draft EIR will be released in early 2024.

## PROCESS FOR UPDATING THE HOUSING ELEMENT

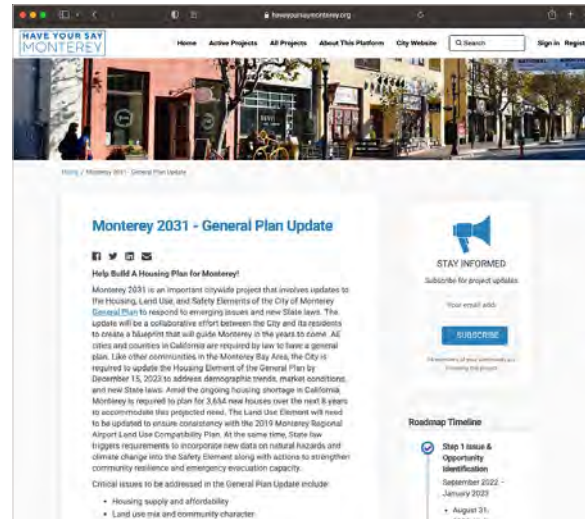
The 2023-31 Housing Element is a comprehensive update to the Housing Element of the General Plan, undertaken to accommodate the City's share of the regional housing need and address new State law. Amid the ongoing housing shortage in California, Monterey is required by law to plan for 3,654 new housing units over the next 8 years. As a community with few vacant lots, steep topography, airport safety zones, and significant areas of flood, wildfire, and liquefaction risk, accommodating new housing will require a thoughtful approach that integrates new homes to serve local needs while preserving the unique and historic sense of place so important to our community.

## COMMUNITY INVOLVEMENT

Community involvement is an integral component of the Housing Element process. The City of Monterey employed a range of public outreach and engagement strategies to solicit meaningful community input that has informed the 2023-2031 Housing Element. These strategies included targeted community listening sessions, an online survey, a youth-led survey, decision-maker meetings, and pop-up outreach at popular locations around town as well as ongoing communication with the community online at the project's website. Details of outreach activities and community input are included in Appendix G, together with a summary of how feedback is reflected in the Housing Element. A summary of these engagement activities is described below:



- **Web and Social Media** – At the outset of the process, a webpage was created on Have Your Say Monterey website to serve as a one-stop information portal for the Housing Element Update. The webpage provided contextual information on legal requirements and key concepts and housed draft documents for public review. Updated content was posted to the City website and on social media regularly to keep the community informed of progress.



- **Citywide Mailers** - The City sent postcards to every household in Monterey at two key points in the process to help raise awareness of the project and the process and keep community members informed of status and key dates. The mailers announced the dates/



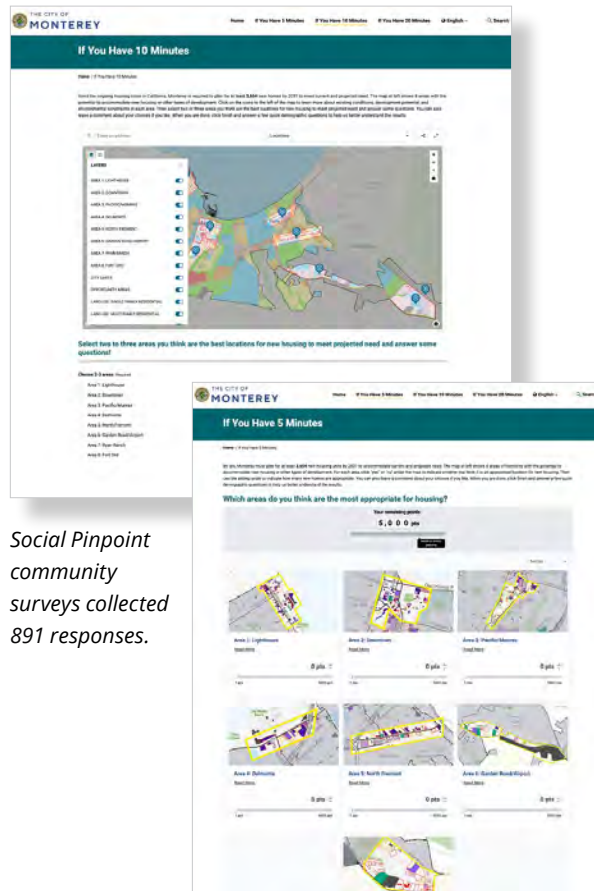
times of community open house meetings and invited participation in the community online survey.

- **Focus Group Discussions** - The City hosted a series of listening sessions with property owners, community group representatives, local architects, and others to gather information on housing needs and preferences, as well as opportunities and constraints to residential development in Monterey. In total, 12 listening sessions were held over the course of December 6-8, 2022, at the Monterey Conference Center. Participants included representatives from Monterey Unified School District, Monterey Bay Aquarium, Naval Postgraduate School, U.S. Army (Defense Language Institute), hospitality and service employers, downtown property owners, architects who have designed/built ADUs in Monterey, and residents. Participant feedback from these groups helped inform a program of actions in the Housing Element.





- **Community Online Survey** – In order to gather community input to inform updates to the Housing Element, an online survey was conducted March 1, 2023, to April 30, 2023. The survey provided residents with an opportunity to help identify and evaluate strategies for accommodating and encouraging new housing to serve local needs to help the City meet the legal requirements for the Housing Element. The survey was also promoted via the City's website and email blasts to community members, citywide mailers to all households in Monterey, as well as newspaper. In total, 1,050 respondents participated in the survey.



Social Pinpoint community surveys collected 891 responses.

- **Pop-Up Outreach** - Using a “go to them” strategy to raise awareness of the project and provide community members with additional in-person opportunities for input, City staff conducted pop up events in March and April 2023 at locations where community members gather, such as the Del Monte Farmer's Market, Monterey Public Library, Captain + Stoker Coffee Roasters, and the Alvarado Farmer's Market. The events were structured as “chalk board chats” that provided community members with opportunities to learn about the project and share quick feedback. The events were also an opportunity to hand out postcards advertising the community online survey.



- **Public Review Period** - The Draft Housing Element was released for a 30-day public review period on August 2, 2023 to provide the community with an opportunity to ask questions and comment on the public review draft. During the public comment period, a community open house will be held on August 7, 2023 at the Monterey Conference Center. The date and time will be noticed with a direct mailer to every household in Monterey, an email blast to the community, social media, and an announcement on the City's website.
- **Decision-Maker Review** – A series of study sessions before the Planning Commission and City Council were held as the components of the Housing Element were developed and refined, to provide additional opportunity for public input and decision-maker review. Upon close of the public review period, the Draft Housing Element and public comments will be presented to the City Council.





## ORGANIZATION OF THE HOUSING ELEMENT

The Housing Element is an integrated part of the General Plan, published under separate cover. It is an eight-year plan that is updated more frequently than other General Plan elements to ensure its relevancy and accuracy. The Housing Element consists of the following major components organized as described below:

- **Chapter 1** - Introduction: An introduction to the purpose of the document and the legal requirements for a Housing Element, together with an overview of the community and the community involvement process.
- **Chapter 2** – Community Profile: Documents population characteristics, housing characteristics, and current development trends to inform the current housing state of Monterey and to identify community needs.
- **Chapter 3** – Adequate Sites for Housing: An inventory of adequate sites suitable for construction of new housing sufficient to meet needs at all economic levels.
- **Chapter 4** - Housing Action Plan: Articulates housing goals, policies, and programs to address the City's identified housing needs, including those of special needs groups and the findings of an analysis of fair housing issues in the community. This Housing Element identifies a foundational framework of five overarching goals to comprehensively address the housing needs of Monterey residents and workers.
- **Appendix A** – Sites Inventory: Summarizes the City's ability to accommodate the RHNA on available land, and the selection of sites that advance Affirmatively Furthering Fair Housing (AFFH) federal law requirements.
- **Appendix B** – Housing Needs Assessment: Presents community demographic information, including both population and household data, to identify Monterey's housing needs.

- **Appendix C** – Constraints Analysis: Includes an analysis of constraints to housing production and maintenance in Monterey. Constraints include potential market, governmental, and environmental limitations to meeting the City's identified housing needs. In addition, an assessment of impediments to fair housing is included, with a fuller analysis of actions needed to comply with AFFH is included in a separate appendix.
- **Appendix D** – Fair Housing Assessment: Identifies fair housing issues and solutions to meet Monterey's AFFH mandate.
- **Appendix E** - Fifth Cycle Housing Element Accomplishments: Summarizes the City's achievements in implementing goals, policies, and actions under the previous Housing Element.
- **Appendix F** – Additional Analysis and Information in Support of Housing Projections: Includes additional details to demonstrate the viability of sites included on the inventory of housing sites and the projections for housing development during the 2023-31 period, as well as a letter of interest from the Monterey Peninsula Unified School District.
- **Appendix G** – Outreach Materials: Includes outreach materials, summaries, and a description of how community and stakeholder input has been reflected in the Housing Element.



## 1.1 GENERAL PLAN CONSISTENCY

State law requires that the General Plan and all its elements comprise an integrated, internally consistent, and compatible statement of policies. The City of Monterey General Plan was adopted in 2005, and the Housing Element, published under separate cover, was certified and adopted in 2015.

The Sixth Cycle Housing Element Update is consistent with the Monterey General Plan, which seeks to encourage housing, including mixed-use housing to meet the needs of business (Economic Element Goal D), as well as preserve existing and encourage development of new family housing in Monterey (Social Element Policy a.1). In 2022, the Monterey County Multi-Jurisdictional Hazard Mitigation Plan was approved by the Federal Emergency Management Agency (FEMA) on September 14, 2022. The Plan implements the FEMA's Mitigation Planning regulations (44 Code of Federal Regulations, Part 201), the federal Disaster Mitigation Act of 2000, and the Floodplain Management Plan requirements of FEMA's Community Rating System (CRS). The City is required to have a FEMA-approved hazard mitigation plan to be eligible for disaster recovery assistance and mitigation funding.

In parallel with the Sixth Cycle Housing Element Update, the City has initiated an update to the Safety Element of the Monterey General Plan, which is anticipated for adoption later in 2023. The updated Safety Element will incorporate new data, information, and maps related to flooding, sea level rise, tsunamis, wildfires, landslides, and seismic hazards, as well as the findings of an emergency evacuation capacity analysis being conducted by the City to inform the Safety Element Update.

This Sixth Cycle Housing Element builds upon the City's current, adopted General Plan and is consistent with its goals, policies, and implementation actions. Through the implementation of a program in this Housing Element, the City will continue to review the General Plan and Housing Element annually for internal consistency as amendments are proposed and adopted.

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# 2 COMMUNITY PROFILE

- Location and Context
- Population Characteristics
- Housing Market Characteristics
- Economic Characteristics
- Recent Development Trends



## 2 COMMUNITY PROFILE

Monterey is a coastal community of about 28,000 residents with a rich historic background and a distinctive small-town feel. The city occupies 8.67 square miles of land between the southern shore of Monterey Bay and the forested ridgeline of the foothills, bordered by the City of Pacific Grove to the northwest and the City of Seaside to the east. Known for its stunning natural scenery and world-renowned attractions like the Monterey Bay Aquarium, tourism is a pillar of the local economy. Monterey is also home to four educational institutions – U.S. Naval Postgraduate School, Monterey Peninsula College, Middlebury Institute of International Studies, and the U.S. Army Defense Language Institute Foreign Language Center – and its enviable quality of life continues to make the community an attractive place to live.

This community profile documents population and housing characteristics, economic conditions, and current development trends to highlight community housing needs as well as issues and opportunities related to housing production. For a more detailed analysis of local housing needs, please see Appendix B: Housing Needs Assessment.

### Location and Context

#### LOCATION AND ACCESS

The City of Monterey is located in northern Monterey County about 19 miles west of Salinas, 29 miles north of Big Sur, and 115 miles south of San Francisco, as shown in [Map 2-1](#). Covering an area of approximately 8.67 square miles, excluding 3.5 square miles of water area in the Monterey Bay, the City is largely a built-out community beside the bay, framed by a forested hill backdrop and rich historical background. Highway access is provided by California State Route 1 (SR1), a north-south highway that runs through the center of Monterey, as well as California State Route 68 (SR68), an east-west highway that serves as a major route between Salinas and Monterey Peninsula. Monterey-Salinas Transit (MST) provides connections at the Monterey Transit Plaza to the Salinas Transit Center as well as other surrounding cities such as Pacific Grove, Carmel Valley, Seaside, and Marina.

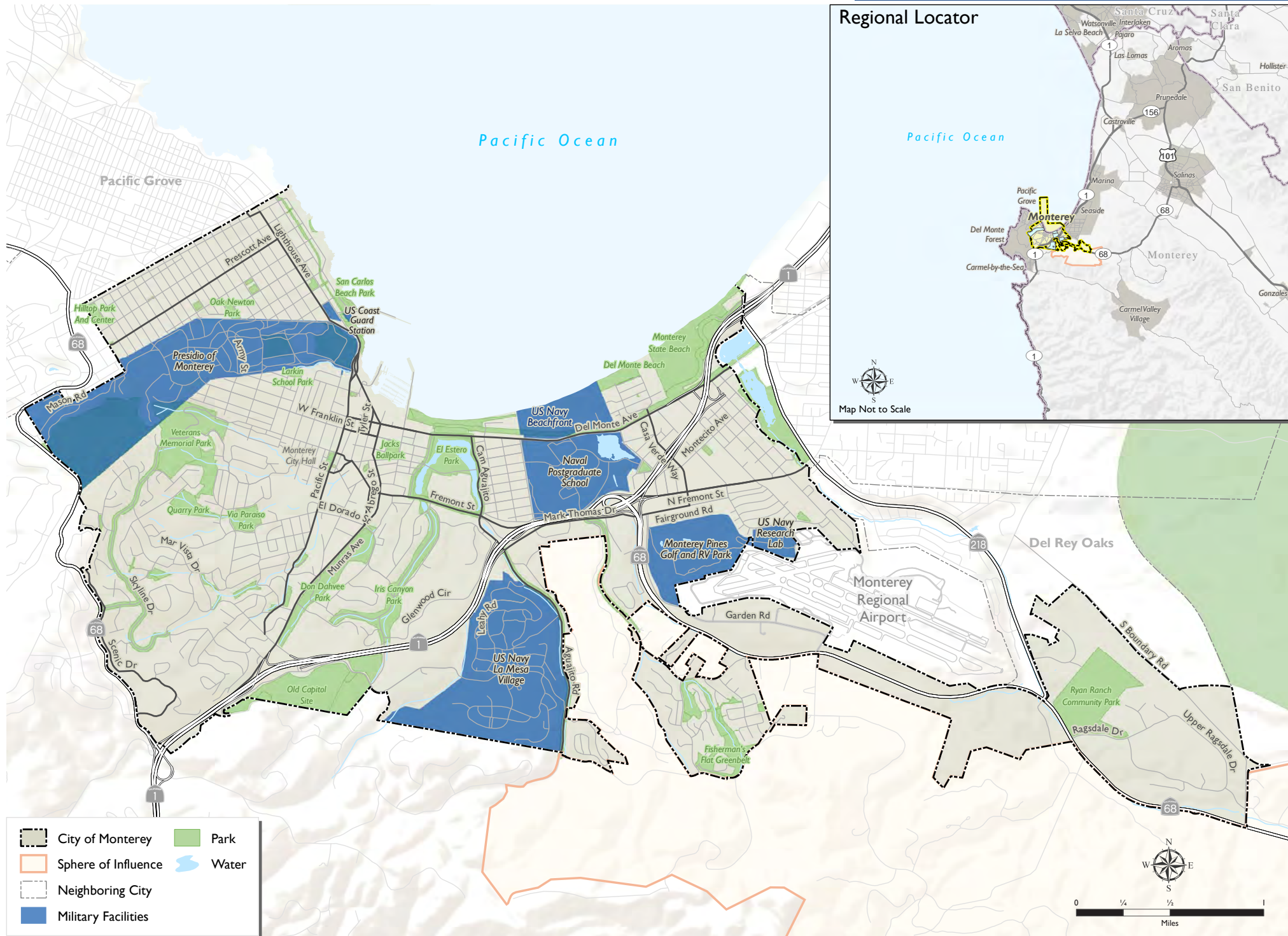
### EXISTING LAND USE PATTERN AND USES

The City of Monterey is the third most populous jurisdiction in Monterey County, behind Salinas and Seaside. The city is largely developed with single-family homes, multi-family apartments, military and educational facilities, commercial corridors, and parks, with little vacant parcels throughout. The single largest land use category in Monterey is public/semi-public at 1,876.8 acres, which encompasses all publicly owned facilities and private facilities operated to serve the general public. Included in this category are public schools, military facilities, airport, and cemetery. Single-family residential accounts for 991.7 acres of land use in City, while multi-family residential covers about 387.5 acres. Parks and recreation uses occupy 617.5 acres, commercial uses occupy 428.8 acres, and industrial uses occupy 112.8 acres.





# Map 2-1: Location and Context



## NATURAL RESOURCES AND ENVIRONMENTAL CONSTRAINTS

Natural resources are an integral part of the city's setting, economy, and physical development. Monterey features an array of natural habitats and protected areas that are home to abundant wildlife, from the coastal beaches, rocky bluffs, and sand dunes, the marine life in the Monterey Harbor and federally protected Monterey Bay National Marine Sanctuary, to upland oak and pine forests and chaparral habitats. While the natural setting of Monterey helps define the character of the community, it also holds potential for natural hazards that pose risk to human life and property. As shown in [Map 2-2](#), upland areas in the south and southwest of the city are classified as Very High Fire Hazard Severity Zones by California Department of Forestry and Fire Protection (CALFire), based on the presence of vegetation that is highly flammable and extremely dry during the summer months. There are areas of high liquefaction risk along the course of creeks that drain from the hills to the Monterey Bay, and there is an area of high landslide susceptibility in the hills near Fisherman's Flats Greenbelt. Low lying areas of Downtown and along Del Monte Avenue are subject to flooding and coastal inundation. Coastal erosion is common along much of the Monterey coastline, which could increase with sea level rise. Careful consideration of environmental constraints was vital in selecting and allocating adequate sites for all income categories in Monterey's inventory.

**Table 2-1: Monterey Population Projections (2010-2050)**

	2010	2015	2020	2025	2030	2035	2040	2045	2050
Monterey	27,810	28,239	28,304	28,044	28,650	29,032	29,342	29,639	29,934
Monterey County	415,057	430,277	440,393	453,956	464,124	471,901	477,265	480,694	481,305

Source: Association of Monterey Bay Area Governments, 2022, California Department of Finance, E-5 series, P-1: State Population Projections (2010-2060), 2023

## Population Characteristics

### POPULATION TRENDS

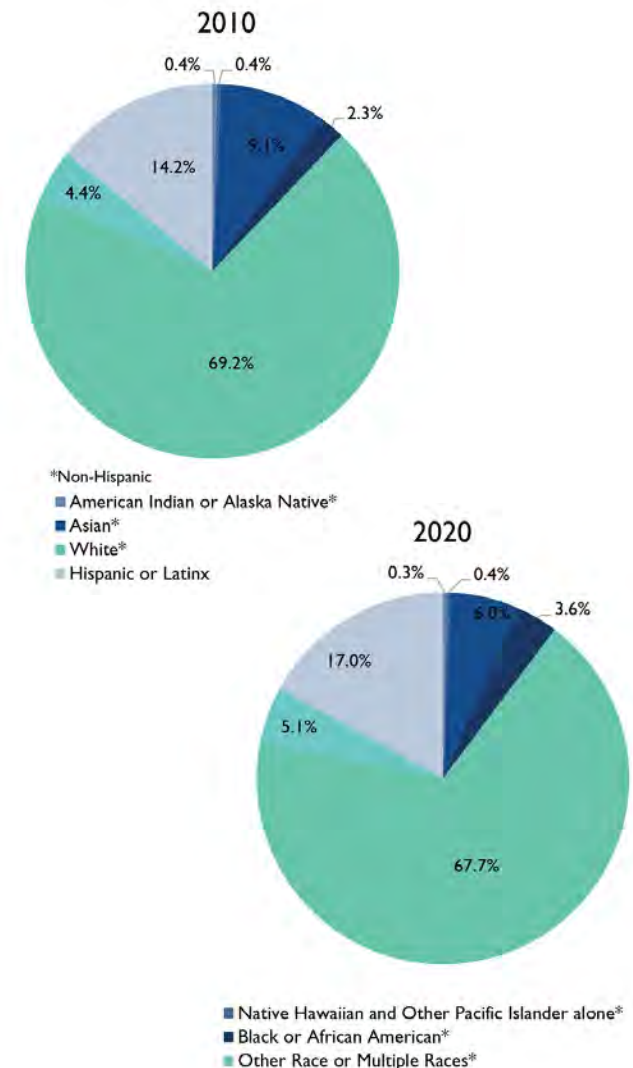
According to the California Department of Finance (DOF), the total population of the City of Monterey in 2020 was 28,304, an increase of 2.3 percent since 2010 (27,810). As shown in [Table 2-1](#), AMBAG projects that by 2040 the population of the city will increase approximately 10 percent from the 2010 reported Census population. The AMBAG projections show a slightly higher population in 2020 than the U.S. Census count (28,575).

### RACE AND ETHNICITY

Understanding the racial and ethnic makeup of Monterey and the region can be important for designing and implementing effective housing policies and programs. Throughout the U.S., past practices - including exclusionary zoning, discriminatory lending practices, and urban renewal projects - have historically impeded fair access to housing for certain ethnic groups and the legacy of these actions continues to impact communities of color today.

[Chart 2-1](#) presents the racial and ethnic composition of the City of Monterey's population in 2010 and 2020, as reported in American Community Survey five-year data (for 2010 and 2020). Since 2010, Monterey has seen an increase in its Hispanic or Latinx population from 14.2 percent to 17 percent, making it the city's second largest

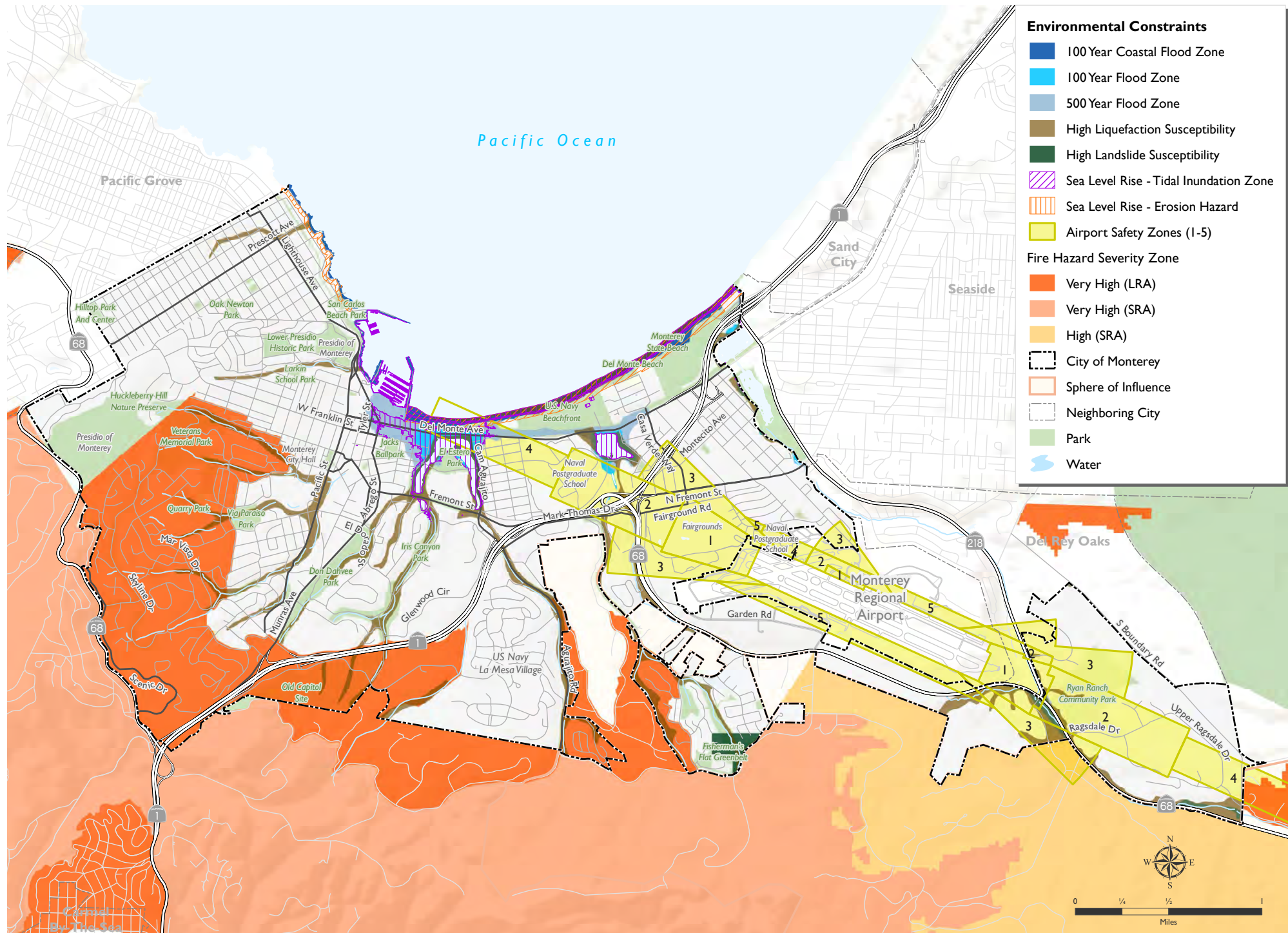
**Chart 2-1: Population by Race in Monterey, 2010 and 2020**



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B03002



## Map 2-2: Environmental Hazards



Data Source: Very High Fire Hazard Severity Zones in LRA, Recommended by CAL FIRE, 2007; Fire Hazard Severity Zones in SRA, Adapted by CAL FIRE, 2007; National Flood Hazard Layer, FEMA 2017; Liquefaction Data, County of Monterey, 2014; Landslide Layer, County of Monterey, 2018; Monterey Regional Airport Land Use Compatibility Plan, 2019; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

## CITY OF MONTEREY

racial or ethnic group. The largest racial or ethnic group remains White, at 67.7 percent in 2020, down from 69 percent in 2010. In 2020, non-Hispanic Black and Non-Hispanic Asian populations stayed the same in their share of the city's overall population at 3.6 percent and 6 percent, respectively.

## AGE

Current and future housing needs are typically determined in part by the age characteristics of a community's residents. Each age group has distinct lifestyles, family type and size, incomes, and housing preferences. Consequently, evaluating the age characteristics of a community is important in determining its housing needs.

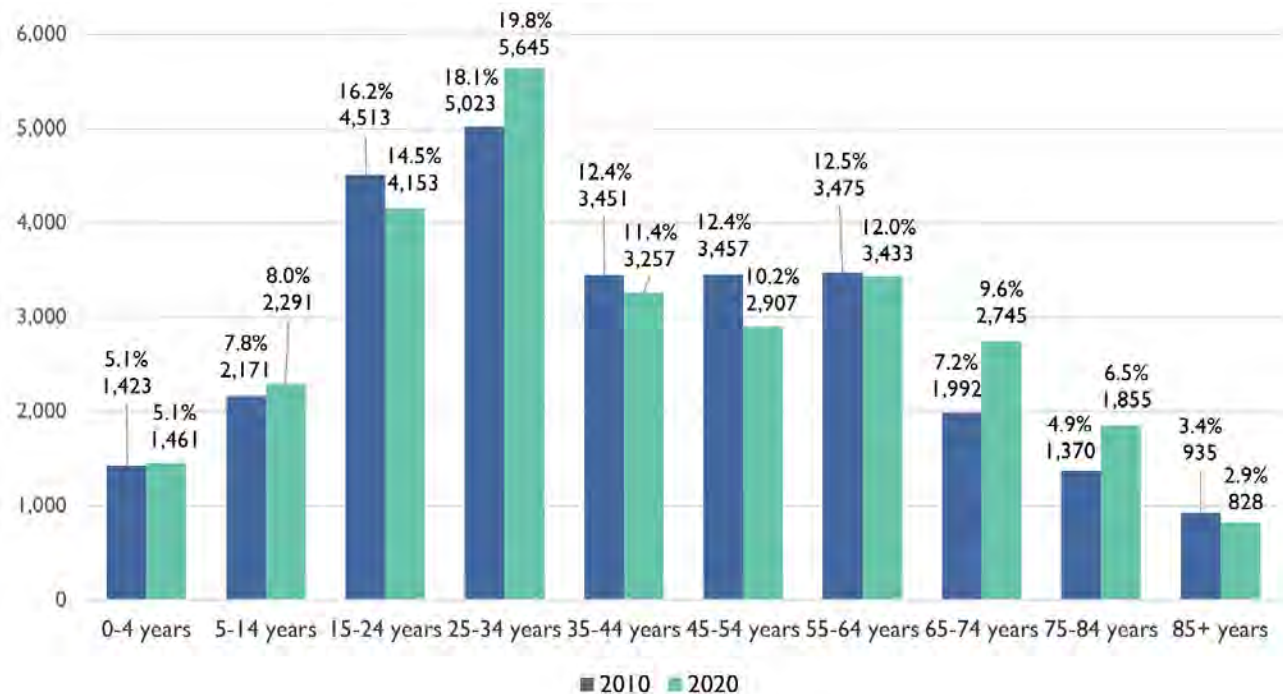
The city's median age is 36.9, which is 2.2 years older than Monterey County's median age of 34.7. A review of data on population by age in the city since 2010 indicates that while the share of residents 34 years and younger has remained relatively stable over time, the share of residents aged 35-54 has dropped by 10.8 percent (**Chart 2-2**). By contrast, the fastest growing segment of the population is the cohort aged 55 years and over, which grew by 14 percent between 2010 and 2019. Older adult residents are considered a special needs housing group because they tend to live on fixed incomes and have requirements for aging in place.

## GENDER

In 2020, there were 28,304 residents in Monterey. Female-headed families, including those with children, are identified as a special needs group in State law because they are more likely to be supporting a household with one income, increasing the probability the household is low-income and housing cost-burdened. In Monterey, there are approximately twice as many female-headed households (725) as there are male-headed households (357). Female-headed households represent about 5.8 percent of owner-occupied households and 5.9 percent of renter-occupied households. Approximately 24 percent of female-headed households have children.



Chart 2-2: Age Distribution in Monterey, 2010 and 2020



Source: U.S. Census Bureau, Census 2000 SF1, Table P12; U.S. Census Bureau, Census 2010 SF1, Table P12; U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B01001



## INCOME

Household income is one of the most significant factors affecting housing choice and opportunity. Income largely determines a household's ability to purchase or rent housing. While higher-income households have more discretionary income to spend on housing, lower- and moderate-income households are limited in the range of housing they can afford. Typically, as household income decreases, cost burdens and overcrowding increase.

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by the California State Department of Housing and Community Development (HCD). For Monterey County, the applicable Area Median Income (AMI) for a family of four in 2023 is \$100,400. This is an increase of 46.1 percent from the 2014 median income of \$68,700. HUD has defined the following income categories, based on the median income for a household of four persons for 2023:

- Extremely low-income: 30 percent of AMI and below (\$0 to \$36,100)
- Very low-income: 31 to 50 percent of AMI (\$36,101 to \$60,200)
- Low-income: 51 to 80 percent of AMI (\$60,201 to \$96,350)
- Moderate-income: 81 to 120 percent of AMI (\$96,350 to \$100,400)
- Above moderate-income: 120 percent or more of AMI (\$100,401 or more)

A full 62 percent of households in the City of Monterey make more than 100 percent of AMI, more than in Monterey County as a whole (51 percent). Correspondingly, the share of moderate- and lower-income households is lower in the city than in the county. In the City of Monterey, extremely low-income households account for 7.8 percent, very low-income households account for 7 percent, and low-income households account for 14.2 percent in the City of Monterey.

Putting a face to these income categories, the starting salary for teachers with the Monterey Peninsula Unified School District is \$55,048 annually<sup>1</sup> while the average annual salary for law enforcement officers on the Monterey Peninsula is \$70,347,<sup>2</sup> meaning single people working in these professions are classified as low-income households. The average annual salary for service workers employed in food preparation and hospitality-related occupations is \$30,7742, and those employed in healthcare support occupations earn \$31,1572 on average annually, meaning single people working in these professions are classified as extremely low-income

1 Monterey Peninsula Unified School District, Teacher Salary Schedule 2022-2023, <https://4.files.edl.io/9e8b/05/02/22/143637-95946a00-3c5d-4119-89f0-f4e0a2ee9d37.pdf>, accessed July 25, 2023.

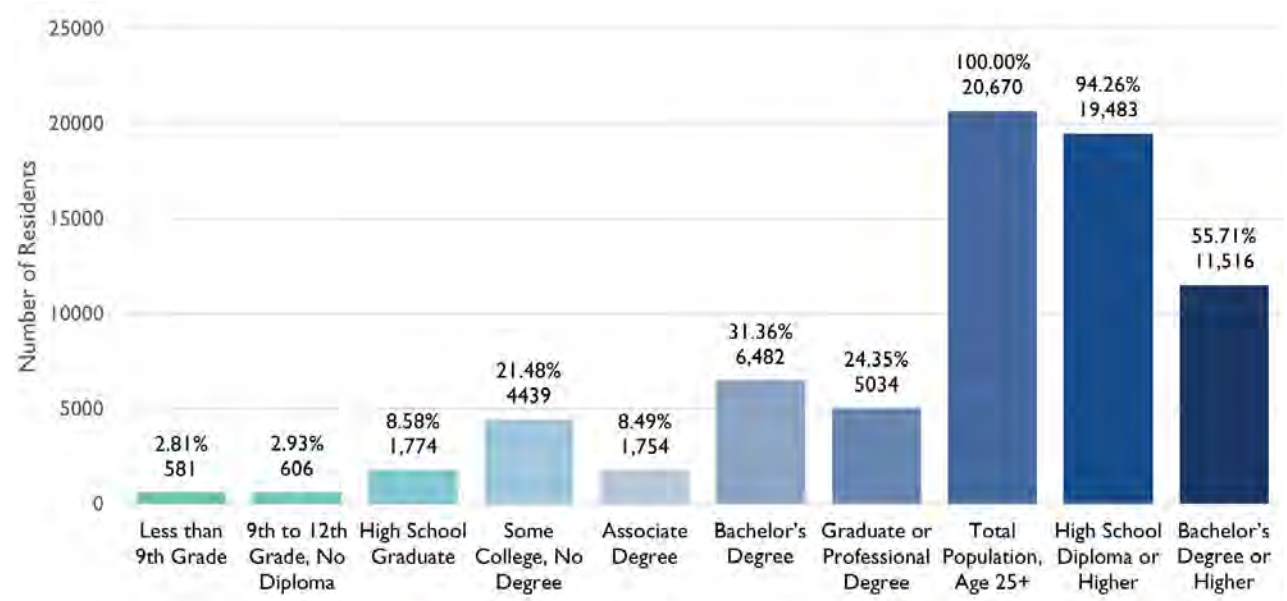
2 U.S Census, American Community Survey, 2016-2020 5-Year Estimates, Table B24021.

households. With extremely low vacancy rates and a chronic shortage of housing to meet the needs of the local workforce, lower income households on the Monterey Peninsula experience significant housing related challenges. When housing is unaffordable, cost burdens and overcrowding increase. This displays the affordability crisis in Monterey, as it is becoming a challenge for essential employees to afford to live and stay in Monterey.

## EDUCATIONAL ATTAINMENT

As shown in **Chart 2-3**, the share of the population age 25 and over in Monterey who held a high school diploma or higher was 94.3 percent in 2020. About 55.7 percent of the population in Monterey holds a bachelor's degree or higher. The share of the population with a bachelor's degree or higher has grown steadily in Monterey, from 48.3 percent in 2012 to 55.7 percent in 2020.

Chart 2-3: Educational Attainment Among Those Age 25 Years and Over, 2020

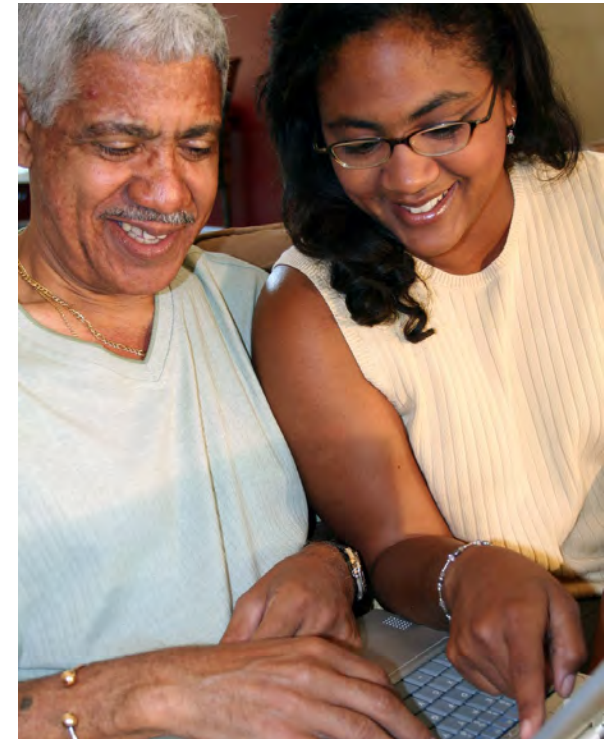


Source: US Census Bureau American Community Survey, 2020, Table B15003; Dyett & Bhatia, 2023

## SPECIAL NEEDS GROUPS

Certain groups have greater difficulty in finding suitable affordable housing due to their special needs and circumstances. This may be a result of employment and income, family characteristics, disability, or household characteristics. Consequently, certain residents in the City of Monterey may experience more instances of housing cost burdens, overcrowding, or other housing problems. The categories of special needs that must be addressed by law in the Housing Element include:

- Extremely-Low-Income Households.** About 8.6 percent of Monterey households fall below 30 percent of AMI. American Indian or Alaska Native (non-Hispanic) households are most likely to fall below 30 percent AMI at 50 percent, meanwhile Asian (non-Hispanic) and Hispanic or Latinx households represent 15.6 percent and 15.5 percent of extremely low-income households, respectively. Households that identify as White (non-Hispanic) and Other or Multiple Races (non-Hispanic) have the lowest prevalence of extremely low-income households at 7 percent and 0 percent respectively.
- Older Adult Households.** There are 5,280 older adults (ages 65+) in Monterey, which accounts for 19 percent of the total population. Older adult renters are much more likely to fall into the extremely low-income (0 to 30 percent of AMI) or very low-income (31 to 50 percent of AMI) categories than older adults who own their homes. Among renters with at least one older adult aged 62 and over in the household, 21 percent are considered extremely low-income.
- Persons with Disabilities.** In Monterey, an estimated 4,543 persons have a disability (about 19 percent of non-institutionalized population). The most prevalent disability among civilian population aged 18 and over was ambulatory difficulty<sup>3</sup> at 4.8 percent.
- Female-headed Households.** There are approximately twice as many female-headed households (725) as there are male-headed households (357) in Monterey. Female-headed households represented about 5.8 percent of owner-occupied households and 5.9 percent of renter-occupied households. Approximately 24 percent of female-headed households have children.
- Large Households.** In comparison to surrounding jurisdictions, Monterey has a much smaller proportion of large family households. About 4 percent of households in Monterey are considered large households, while 19.7 percent in Monterey County are considered large households. Of the large families in Monterey, approximately 19 percent are considered extremely low- or very low-income households.
- Persons Experiencing Homelessness.** The Salinas, Monterey, and San Benito Counties Point in Time count in 2022 found a total of 2,404 people experiencing homelessness, of whom 779 were sheltered homeless persons and 1,625 were unsheltered homeless persons. The City of Monterey has seen a 70 percent decrease in homelessness between 2017 and 2022 from 338 to 101 individuals.
- Farmworkers.** The number of permanent and seasonal farm workers in Monterey County has both increased and decreased respectively from 2002 to 2017. From 2012 to 2017, the permanent farm worker population has decreased, totaling 14,806 in 2017; while the number of seasonal farm workers has also decreased during this time, totaling 12,123 in 2017. Farmworkers predominantly live in the Salinas Valley, near the agricultural fields.
- Students.** City of Monterey has a sizeable student population, with a substantial portion of these students being associated with the military. The city has four advanced education institutions, which include U.S. Naval Post Graduate School (NPS), U.S. Army Defense Language Institute/Foreign Language Center (DLI), Middlebury Institute of International Studies, and Monterey Peninsula College.
- Military Employers and Veterans.** Monterey is home to NPS and DLI. As a result, there is a large population of service members living in Monterey that are associated with DLI and NPS. While there are family housing communities within both NPS and DLI that account for 2,580 housing units with various amenities, the military community serves 4,000-plus population of service members and their families.
- Group Quarters Populations.** Group quarters are places where people live or stay in a group living arrangement that are owned or managed by an organization providing housing and/or services for the residents, such as college residence halls, residential treatment centers, skilled-nursing facilities, group homes, military barracks, correctional facilities, and workers' dormitories. The largest group quarter population in Monterey are those living in military quarters, coming in at 82 percent, about 3,580 residents.



<sup>3</sup> Ambulatory difficulty refers to having serious difficulty walking or climbing stairs.



## Housing Market Characteristics

### EXISTING TYPOLOGIES

Today Monterey has a variety of housing types, with single-family detached homes, apartments, and condominiums in residential neighborhoods, and multi-family complexes downtown and along key commercial corridors, including North Fremont Street and Lighthouse Avenue. As shown on [Chart 2-4](#), there is a relatively even balance of single-family (49.3 percent) and multi-family homes (50.6 percent) in the community. Increasingly, Monterey is seeing the construction of accessory dwelling units (ADUs) - sometimes called “granny flats” or “in-law units” - in established residential neighborhoods. These smaller homes typically cost less to build, buy, or rent, and as such they can offer affordable opportunities for older adults living on fixed incomes, for students and young people, and for lower income households. While this data from the California Department of Finance (DOF) notes the housing stock consists of 0.3 percent mobile homes, as of 2023 there are no mobile home parks in Monterey.<sup>4</sup>

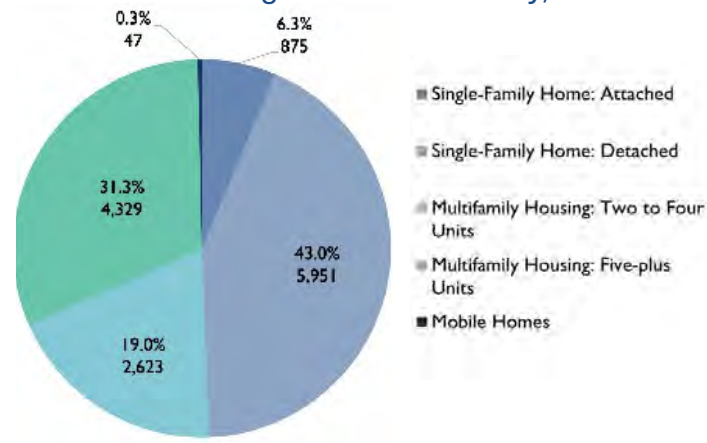
### AGE OF HOUSING STOCK

The condition of the housing stock, including the age of buildings and units that may be in substandard condition, is also an important consideration in a community’s housing needs. In Monterey, about 72.9 percent of the housing stock was constructed prior to 1980 and is over 40 years old. About 7.3 percent of the housing stock has been constructed since 2000, with only 3 percent constructed since 2010. See [Chart 2-5](#) for the age of Monterey’s housing stock as of 2020.

<sup>4</sup> Source: Kimberly Cole, Community Development Director, City of Monterey, 2023.

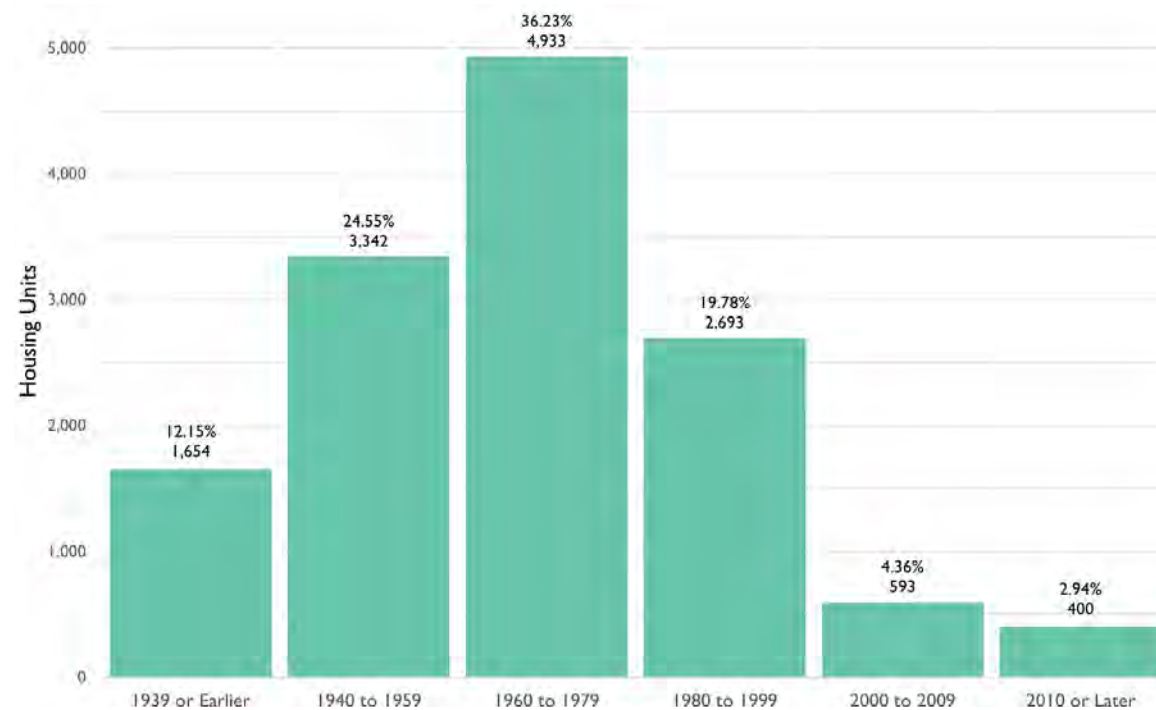


Chart 2-4: Housing Stock in Monterey, 2023



Source: California Department of Finance, E-5 City/County Population and Housing Estimates, 4/1/2010 & 1/1/2023

Chart 2-5: Age of Monterey Housing Stock



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25034

## TENURE

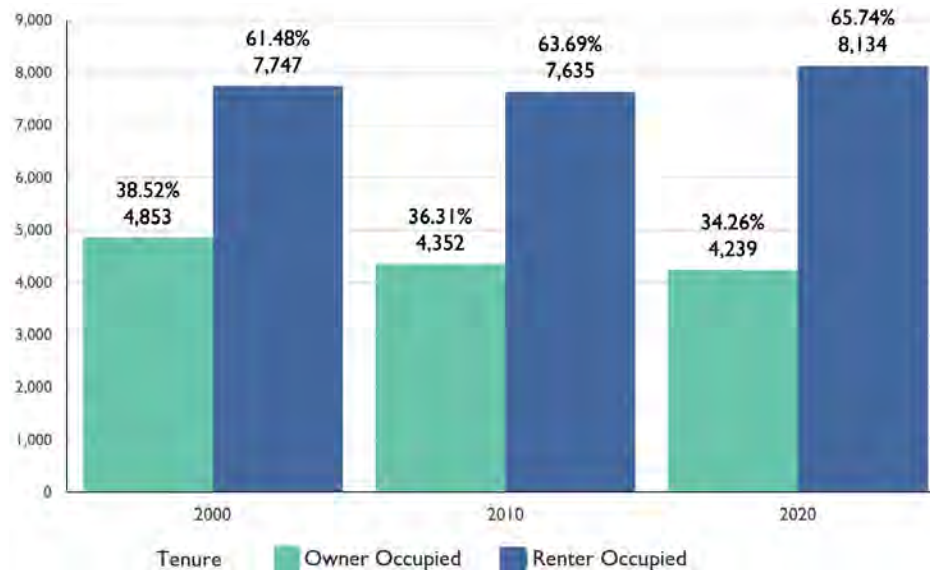
Tenure refers to whether a house is rented or owned. Compared to Monterey County, the rate of homeownership in the city is substantially lower and the rate of renting is substantially higher. In the City, the number of owner-occupied housing units decreased by 4 percent from 2000 to 2020 (**Chart 2-6**). As a result, the number of renter-occupied housing units increased by 4 percent from 2000 to 2020. Overall, as of 2020, renter-occupied units account for 65.7 percent, while owner-occupied units account for 34.3 percent in Monterey.

## AFFORDABILITY

The most commonly used definition of affordable housing comes from the federal Department of Housing and Urban Development (HUD). According to HUD, affordable housing means housing for which the occupants are paying no more than 30 percent of their income for gross housing costs, including utilities. Monterey has seen a dramatic increase in housing costs in recent years. As shown in **Chart 2-7**, home values in the city increased by 97 percent between 2011 and 2022. Rental prices increased by 50.8 percent between 2010 and 2020. Housing costs are significantly higher in the city than in Monterey County. Given the prevailing rent and home sales prices in the city, home ownership is exclusive to all income groups earning moderate-income and below.

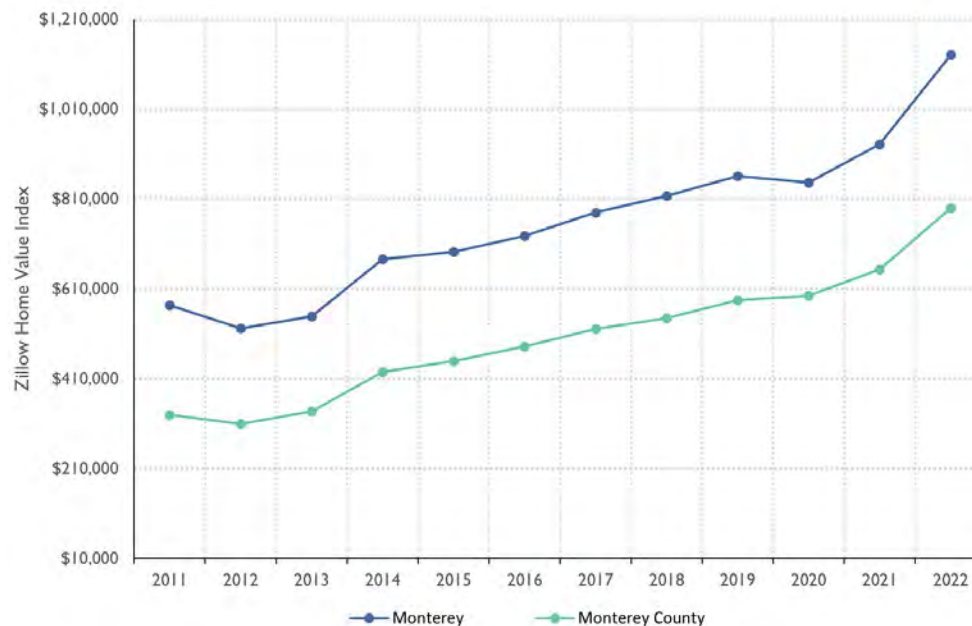
In Monterey, 22.7 percent of households (2,659 households in total) are cost burdened (meaning they spend 30 to 50 percent of their income on housing-related costs), while 21.1 percent (2,480 households in total) are severely cost burdened (spend more than 50 percent of their income on housing) (**Chart 2-8**). Further, renters are particularly impacted by cost burden, as, unlike homeowners, they cannot build equity with their homes. Renters in Monterey tend to have higher rates of cost burden than owners – for instance, 52.3 percent of all renters experience some level of cost burden while only 30.1 percent of owners do.

Chart 2-6: Monterey Household Tenure, 2000 to 2020



Source: U.S. Census Bureau, Census 2000 SF1, Table H04; U.S. Census Bureau, Census 2010 SF1, Table H04; U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25003

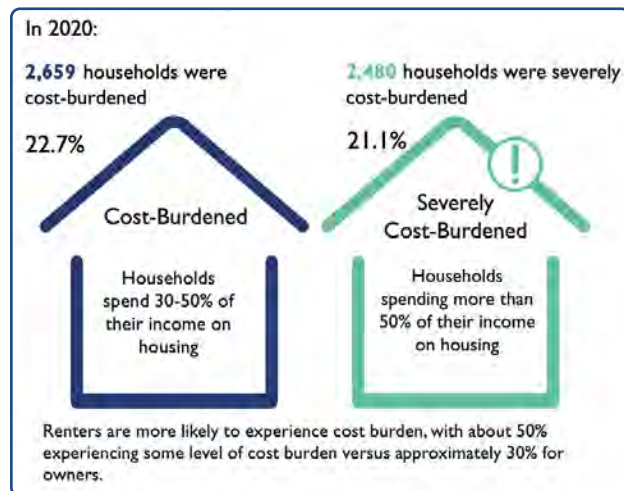
Chart 2-7: Housing Affordability in Monterey



Source: Zillow, ZHVI January 2011 – January 2022



Chart 2-8 Cost Burden in Monterey



## Economic Characteristics

### EMPLOYMENT TYPES

According to the American Community Survey, there are 13,550 people in the labor force in the City of Monterey as of 2020. As seen in [Chart 2-9](#), the largest industry sector represented among the City's working residents is Health and Educational Services (26.7 percent), which is a greater share of the workforce represented in the industry compared to the county (20.3 percent). Financial and Professional Services is the second largest represented amount Monterey working residents (22 percent). Compared to Monterey County, the number of residents employed in the Agriculture and Natural Resources industry account for significantly less of the City's employment distribution (2 percent) than that of the county (16 percent).

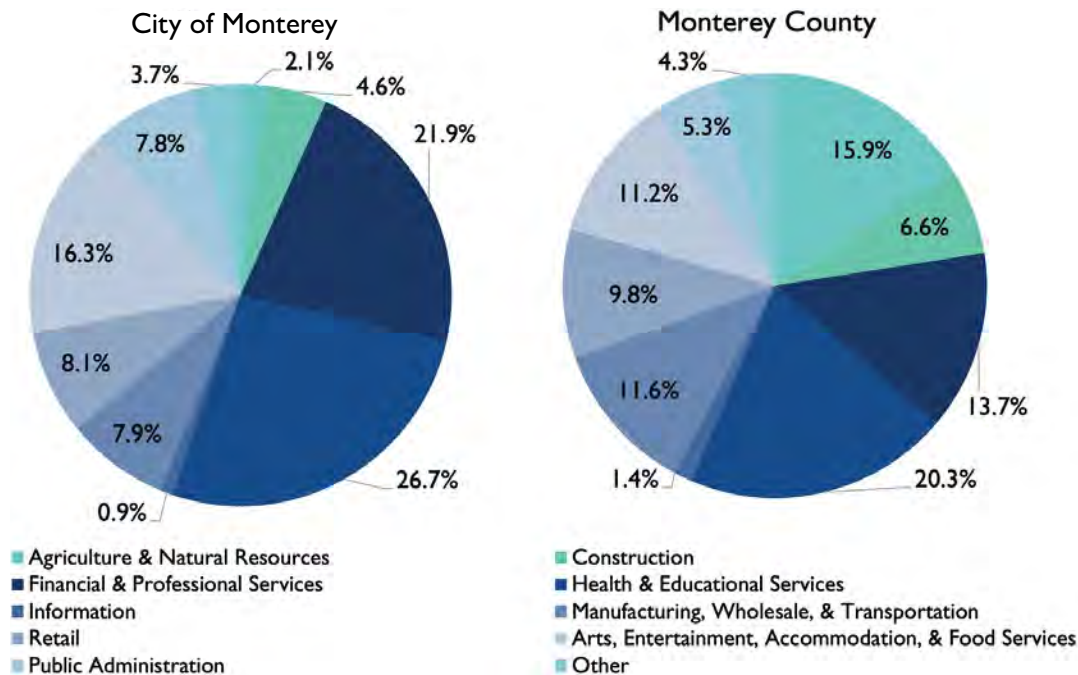
## MAJOR EMPLOYERS

[Table 2-2](#) provides an overview of the major employers in Monterey. The following three major employers provide the largest employment base for residents and non-residents of the city: Community Hospital of Monterey Peninsula (CHOMP), Naval Postgraduate School, and Defense Language Institute, aligning with the largest industry sector presented in [Chart 2-5](#), Health & Educational Services. All three major employers have an employment base of about 1,000 to 4,999 people, according to the Annual Comprehensive Financial Report for Fiscal Year 2022. Additionally, Monterey is well-known for its hospitality and tourism industry, where four hotels and the Monterey Bay Aquarium are major employers.

## COMMUTING TRENDS

U.S. Census Bureau OnTheMap tool displays where workers are employed and where they live. As shown on [Map 2-3](#), the U.S. Census identified 20,743 workers in the City of Monterey in 2020, of whom 18,082 commute from outside of the city, which represents 87.2 percent of the total worker population. Approximately 2,661 people both live and work in Monterey, which accounts for only 12.8 percent of total worker population. About 7,247 workers who live in Monterey commute outside of the city for work. This means almost three times the number of workers commute out of Monterey compared to those who live and work in the city. Additionally, more than double the number of workers commute into Monterey as compared to those who live in Monterey and commute out of the city to work.

Chart 2-9: Monterey and Surrounding Areas Employment by Industry, 2020



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table S2405

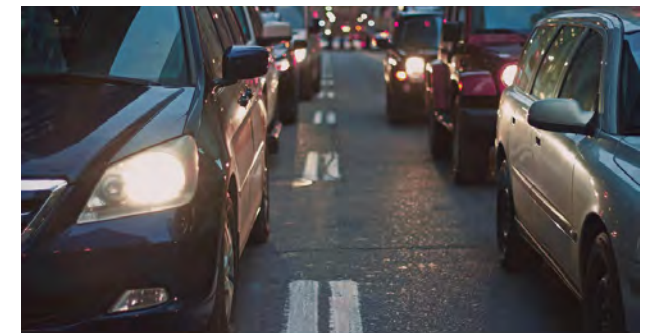


Table 2-2: Monterey Population Projections (2010-2050)

EMPLOYER	PRODUCT / FUNCTION	EMPLOYEE SIZE RANGE FOR FISCAL YEAR 2022
<b>Private Sector</b>		
Community Hospital of Monterey Peninsula	Health Care	1,000 to 4,999
Middlebury Institute of International Studies	Education	500 to 999
DRC/CTB (Data Recognition Corporation / California Testing Bureau)	Educational Consultants	250 to 999
Macy's	Department Stores	250 to 499
Monterey Bay Aquarium	Ecotourism	250 to 499
Monterey Plaza Hotel & Spa	Lodging/Visitor Services	250 to 499
Portola Hotel & Spa	Lodging/Visitor Services	250 to 499
Dole Fresh Vegetables Co	Agricultural Growers & Shippers	150 to 499
Hyatt Regency-Monterey	Lodging/Visitor Services	100 to 299
Monterey Marriott	Lodging/Visitor Services	100 to 299
Robert Talbott, Inc	Clothing-Manufacturer	20 to 100
<b>Public Sector</b>		
Naval Postgraduate School	Education	1,000 to 4,999
Defense Language Institute	Education	1,000 to 4,999
Monterey Peninsula College	Education	500 to 999
City of Monterey	Government	400 to 799
Monterey-Salinas Transit	Public Transportation	200 to 599

Source: 2021-2022 (FY 22) Annual Comprehensive Financial Report, City of Monterey

Table 2-3: Monterey Housing Types, 2010-2023

BUILDING TYPE	2010		2023		PERCENT CHANGE (2010-2023)
	NUMBER	PERCENT	NUMBER	PERCENT	
Single-Family Home: Attached	830	6.1%	875	6.3%	0.22%
Single-Family Home: Detached	5,861	43.1%	5,951	43.0%	-0.10%
Multifamily Housing: Two to Four Units	2,618	19.3%	2,623	19.0%	-0.30%
Multifamily Housing: Five-plus Units	4,226	31.1%	4,329	31.3%	0.20%
Mobile Homes	49	0.4%	47	0.3%	-0.02%
<b>Total</b>	<b>13,584</b>	<b>100%</b>	<b>13,825</b>	<b>100%</b>	<b>-</b>

## Notes

1. California DOF data on the number of mobile homes conflicts with the City's local knowledge. There are no mobile home parks in Monterey.

Source: California Department of Finance, E-5 City/County Population and Housing Estimates, 4/1/2010 & 1/1/2023

## Recent Development Trends

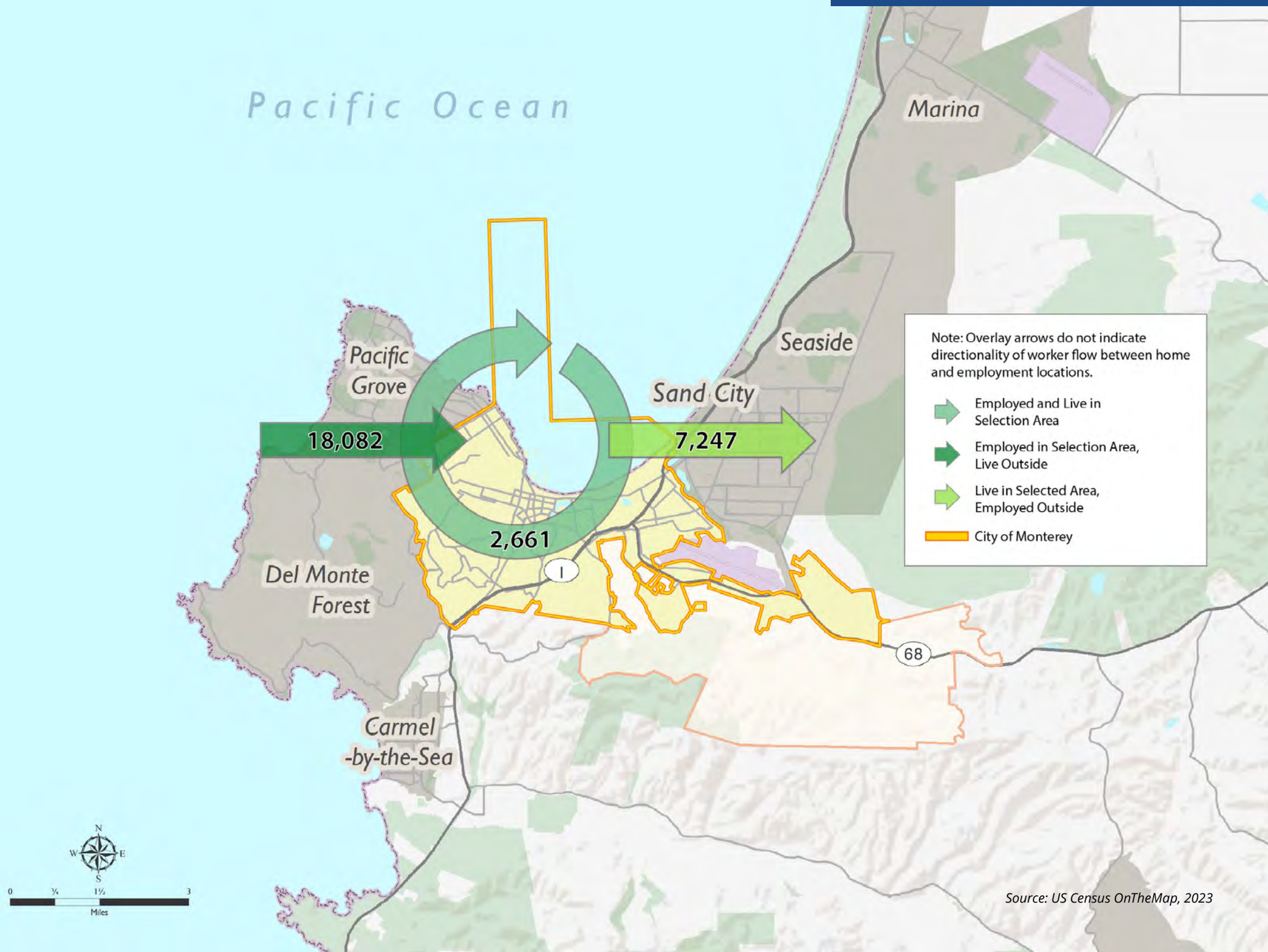
During the 2010 to 2023 period, the city saw development of only 241 new homes, as shown on [Table 2-3](#). This is due in large part to limits on housing production linked to the availability of water supply, as the State of California, State Water Resources Control Board, has issued a Cease-and-Desist Order for any new water hookups or increased water use. The restrictions are in place to limit the amount of water taken from the Carmel River to protect critical habitat and endangered species; however, these restrictions have also effectively halted the development of housing in the region and severely impacted the development of workforce housing, resulting in workers who work on the Monterey Peninsula living far outside the community and enduring long and expensive commutes.

Recognizing that an adequate supply of affordably priced housing is critical for the economic and social sustainability of the community, the City has put in place a range of regulatory programs that seeks to foster the development of housing options for lower income households. These regulations include:

- Inclusionary zoning, which requires new development projects of six units or more to make at least 20 percent of the units affordable for low and moderate income households;
- A density bonus program, that offers developers increased density above the maximum allowed in the Zoning Ordinance in exchange for a making a certain percentage of the new units available at below market rate rents;
- An ADU ordinance, which establishes streamlined permitting procedures to facilitate construction of ADUs and junior ADUs;
- A short-term rental prohibition, which makes it illegal to rent a house for a period of less than 30 days in Monterey to help ensure that housing remains available for those who live and work in the community.



Map 2-3: Job Inflow and Outflow, 2020





## Housing Programs Office

The City's Housing Programs Office also manages over 500 affordable, deed-restricted single-family homes and apartments, ensuring they continue to be affordable for renters and first-time home buyers for generations to come. Additionally, the City has taken action to reduce homelessness and increase housing security for all residents of the community with the provision of emergency rental assistance during the COVID pandemic and by funding A Safe Place, a comprehensive program for at-risk homeless youth between ages of 18 and 24 years old, and *Casa de Noche Buena*, a shelter for women and families. The Monterey Police Department's Multi-Disciplinary Outreach Team (MDOT) works side-by-side with various governmental and non-governmental organizations to offer, provide and find solutions for those who are unhoused. In the most recent "point-in-time" homeless count, there was a 50 percent decrease in the number of homelessness in the city between 2019 and 2022, the largest decrease of any community in Monterey County.

Chapter 4, Housing Action Plan, includes a suite of goals, policies, and implementing programs that build on the foundation of Monterey's existing housing policies and programs to address local housing needs, reduce barriers to housing development, and affirmatively further fair housing practices.







# 3 ADEQUATE SITES FOR HOUSING

- Land Resources
- Financial Resources
- Administrative Resources

# 3 ADEQUATE SITES FOR HOUSING

The Housing Element is a component of the General Plan which guides planning for housing to meet the current and projected needs of all households in the community. This chapter summarizes the various resources available for the preservation, improvement, and development of housing in Monterey. The analysis includes an evaluation of the availability of land resources available to accommodate the City's share of the region's future housing needs, as well as the administrative resources available to assist in implementing the City's housing programs and policies, and the financial resources available to support housing activities.

## Land Resources

Government Code (GC) Section 65583(a)(3) requires local governments to prepare an inventory of land suitable for residential development, including vacant sites and sites with the potential for redevelopment. The inventory must identify specific parcels that are available for residential development and be accompanied by an analysis of public facilities and services capacity to serve the identified sites. Further, the inventory must have sufficient capacity to accommodate the jurisdiction's share of the regional housing need, as determined by applicable the metropolitan planning organization, in this case Association of Monterey Bay Area Governments (AMBAG).

This section presents the City's inventory, identifying sites available for residential development and their realistic capacity for housing. It identifies planned and recently approved residential projects in Monterey and it details the process for identifying suitable sites, the methodology for calculating capacity, and the availability of public facilities and services available to serve new housing.

## LEGAL REQUIREMENTS FOR INVENTORY AND SITES

State law requires that a community identify an adequate number of sites to accommodate and facilitate production of the City's regional share of housing. To determine whether the City has sufficient land to accommodate its share of regional housing needs for all income groups, the City must identify "adequate sites." Land considered suitable for residential development includes the following:

- Vacant sites zoned for residential use.
- Vacant sites zoned for nonresidential use that allow residential development.
- Residentially zoned sites that are capable of being developed at a higher density (non-vacant sites, including underutilized sites).

- Sites owned or leased by a city, town, or county
- Sites zoned for nonresidential use that can be redeveloped for residential use and a program is included in the Housing Element to rezone the site to permit residential use within three years of adoption.

Further, State law stipulates criteria for the adequacy of sites included on the inventory, including that they be zoned to accommodate housing, have appropriate development standards, and be served by public facilities as needed to facilitate the development of a variety of housing products suitable for all income levels. Vacant sites included on the prior period inventory and non-vacant sites included on prior inventories in two or more consecutive planning periods cannot be carried forward to the current planning period to satisfy the need for housing





affordable to lower income households unless they are rezoned to allow residential use by right at the default density for the jurisdiction, which in Monterey's case is 20 dwelling units per acre.

Additional suitability criteria apply to sites identified to accommodate lower income RHNA, including that they be of appropriate size, be free from environmental constraints, be zoned to accommodate housing, have appropriate development standards, and be served by public facilities. The intent of these criteria is to help ensure that sites identified for lower income RHNA are viable candidates for housing and can be feasibly developed in the near term. In view of feasibility considerations, parcels that are less than 0.5 acres in size are generally not considered suitable for lower income housing development as smaller parcels may not allow development of a sufficient number of units for proposed affordable housing projects to compete effectively for limited funding resources. Parcels larger than 10 acres in size are also not considered suitable by HCD as development of very large projects may lead to an over concentration of affordable housing in one location or may render proposed affordable housing projects ineligible for funding.

REGIONAL HOUSING NEEDS ALLOCATION

The Regional Housing Needs Allocation (RHNA) is the total number of new housing units that the City must plan to accommodate in the 2023-31 planning period. RHNA is split into four categories representing different levels of affordability, based on median income level in the county. RHNA is established through the following process: the California Department of Housing and Community Development (HCD) first determines the estimated need for new housing in each region of California for the planning period, based on population projections and other factors including rates of vacancy, overcrowding, and cost-burden. Each regional planning agency then allocates a target to each city or town within its jurisdiction, considering factors such as access to jobs, good schools, and healthy environmental conditions. For the Monterey

Bay Area, AMBAG developed and refined a methodology for 2023-31 RHNA allocations with input from local jurisdictions. The AMBAG Regional Council adopted the 6th Cycle Final RHNA Allocation, Methodology, and Regional Housing Needs Determinations on October 12, 2022. Monterey's Regional Housing Needs Assessment (RHNA) allocation for the 2023-31 planning period has been determined by ABAG to be 3,654 housing units, including 1,177 units for very low-income households, 769 units for low-income households, 462 units for moderate-income households, and 1,246 units for above moderate-income households (Table 3-1). AB 2634 mandates that localities calculate the subset of the very low-income regional need that constitutes the communities need for extremely low income housing. As an alternative to calculating the subset, local jurisdictions may assume that 50 percent of the very low income category is represented by households of extremely low income (less than 30 percent of the Area Median Income or AMI).

PIPELINE PROJECTS

According to HCD Guidance, projects that have been approved, permitted, or received a Certificate of Occupancy during the projection period (June 30, 2023 – December 15, 2031) can be counted toward the 2023-31 cycle RHNA. As shown on Table 3-2, there are 25 pipeline projects in Monterey expected to generate a total of 491 new housing units during the planning period, including 8 new single-family residences and 483 new multifamily units. The location of the projects

is shown on Map 3-1 and affordability commitments are reflected in Table 3-2. The City's inclusionary ordinance requires that a minimum of 20 percent of the units in any project with more than six new housing units be made permanently affordable to moderate- and low-income households for the life of the project.

SITE IDENTIFICATION

The City of Monterey is a largely built-out community of approximately 12,375 existing homes nestled between the southern shore of Monterey Bay and the forested ridgeline of the foothills. The City's RHNA allocation of 3,654 new homes for the 2023-31 planning period represents a 29.5 percent increase in the total number of housing units in the city. Given that only approximately 5 percent of the land area within the City limit is vacant and 21.7 percent is occupied by military facilities over which the City does not have land use planning jurisdiction, infill residential development will be an important priority. Further, the State Water Resources Control Board Cease-and-Desist Order prohibiting new water hookups or increased water use in the city means that, in the near term, non-vacant commercial and industrially-zoned sites are among the most viable sites for housing development, as they have water credits available. However, the redevelopment capacity of infill sites alone is not sufficient to accommodate the City's RHNA allocation and it will be necessary to plan for housing on available sites in the southeast of the community to meet the current and projected need.

Table 3-1: Regional Housing Needs Allocation 2023-2031

INCOME GROUP	% OF COUNTY AMI	NUMBER OF UNITS ALLOCATED	PERCENT OF TOTAL ALLOCATION
Very Low	0-50%	1,177	32.2%
Low	>50-80%	769	21.0%
Moderate	>80-120%	462	12.6%
Above Moderate	120%+	1,246	34.1%
Total		3,654	100.0%

Source: Association of Monterey Bay Area Governments, 2022

Table 3-2: Pipeline Projects

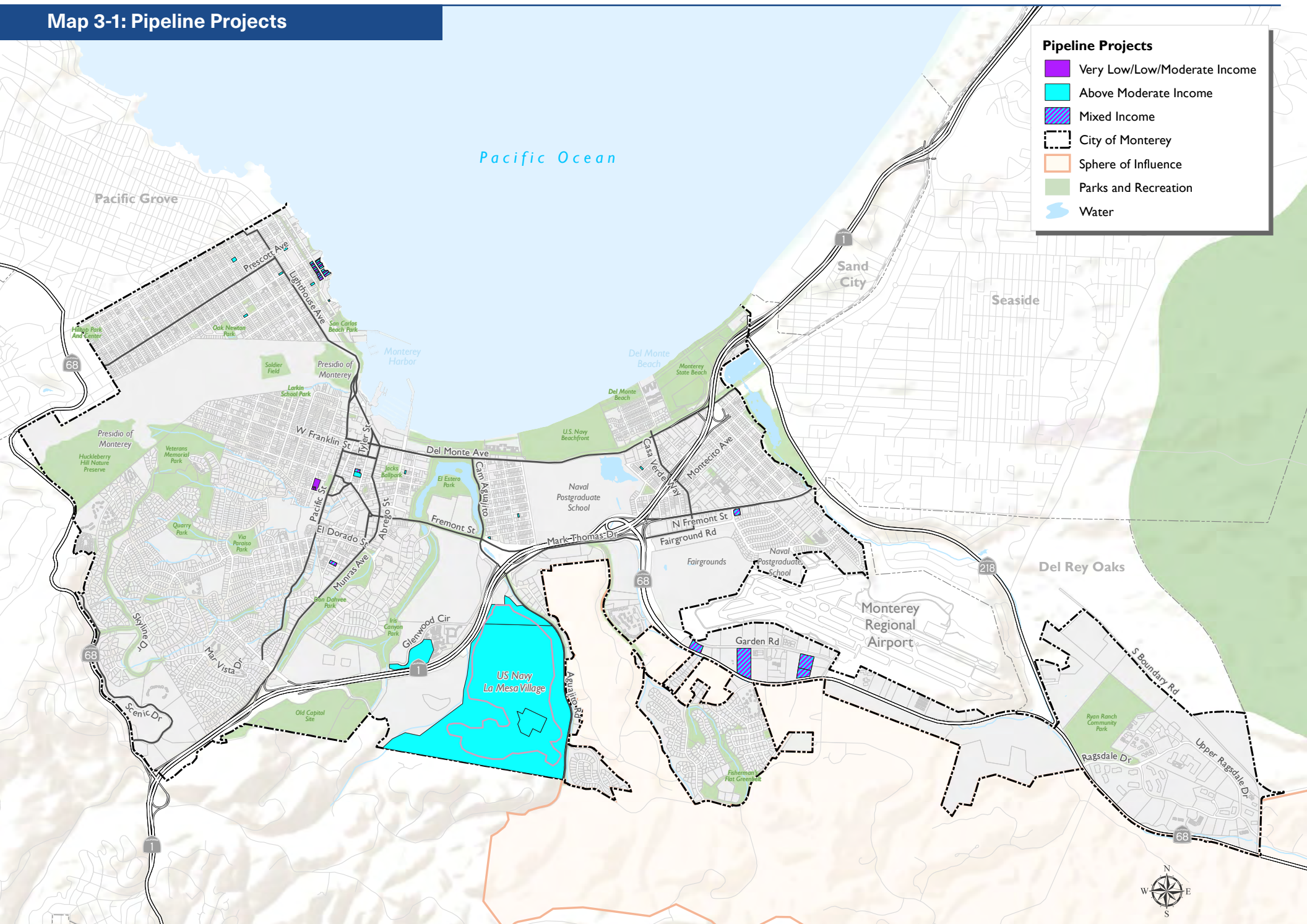
ADDRESS	APN(S)	PROJECT DESCRIPTION	PROJECT STATUS	SITE SIZE (ACRES)	VERY LOW, LOW, AND MODERATE INCOME	ABOVE MODERATE INCOME	TOTAL UNITS
1230 Sixth St	001-844-002	New 1,600 sf single-family dwelling	Under Construction	0.09		1	1
11 Portola Avenue	013-025-025	New 1,578 sf single-family dwelling	Under Construction	0.1		1	1
810 McClellan Avenue	001-112-011	New 2,336 sf single-family dwelling	Under Construction	0.14		1	1
200 Glenwood	001-771-013	Four-story, 40-unit senior independent living apartment building	Under Construction	10.1		40	40
601 Lighthouse Avenue	001-066-007	Conversion of existing building to create four new apartment units, 3,345 square feet of retail space and one 914 office space	Under Construction	0.14		4	4
537 Anthony St	001-712-010	Remodel-convert 611 sf of existing warehouse into residential apartment	Under Construction	0.09		1	1
457 Wave Street	001-026-003	Construct two new three-story buildings, totaling four residential condominium units	Under Construction	0.13		4	4
2000 Garden Road	013-312-008	Convert existing commercial building to multi-family building with 34 apartment units	Architectural Review Committee (ARC) preliminary review approved; ARC final review pending	1.77	7	27	34
1015 Cass Street	001-671-034	Convert existing commercial office space to seven apartment units	Planning permits underway; Has not received Building Permits	0.41	2	5	7
600 Irving Avenue	001-085-005	Planning permits approved; Water allocation pending	Construct an addition to existing structure to create five new residential units	0.27		5	5
480 Cannery Row	001-021-011, 001-021-020, 001-021-019, 001-021-018, 001-021-017, 001-021-015, 001-021-014, 001-021-013, 001-021-012, 001-021-010, 001-022-023, 001-022-024, 001-022-025, 001-022-026, 001-022-027, 001-022-028, 001-022-029, 001-022-030, 001-022-031, 001-022-032, 001-022-033, 001-022-035	Construct a combination of buildings to include 51 residential units, 87,362 square feet of commercial use 30,000 square feet of restaurant space, and 8,408 square feet of coastal/community use	Has not received Planning permits; Coastal permit for small-scale desal denied	0.15	11	40	51
857 Cass Street	001-681-19	Convert existing commercial space to two apartment units. The result would be a mixed-use building.	Planning permit underway	0.16		2	2
2600 Garden Road	013-322-013	Demolish existing structure; Construct five three-story multi-family buildings with 57 apartment units	ARC preliminary review approved; ARC final review pending	3.35	12	45	57



Table 3-2: Pipeline Projects

ADDRESS	APN(S)	PROJECT DESCRIPTION	PROJECT STATUS	SITE SIZE (ACRES)	VERY LOW, LOW, AND MODERATE INCOME	ABOVE MODERATE INCOME	TOTAL UNITS
2560 Garden Road	013-322-014	Proposed remodel of an existing industrial-zoned office building; remodel to include 25 apartment units	Planning permit incomplete	1.86	5	20	25
2200 North Fremont	013-171-014	Construct a three-story mixed-use building with 40 apartment units and 6,000 square feet of commercial space	Building permit in review	0.67	8	32	40
704 Foam Street	001-016-006	Demolish existing structure; Construct four new stand-alone residential units with detached garages	Planning permits in review; Environmental review pending	0.13		4	4
1000 Eight Street	001-851-005	Convert existing commercial space to two apartment units. The result would be a mixed-use building.	Planning permit approved; Building permit in review	0.08		2	2
300 Cannery Row	001-031-003	Conversion of existing building to create eight new residential condominium units and 8,500 square feet of retail & Coastal Commercial with parking offsite.	Planning permit approved; Currently in review with Coastal Commission	0.05		8	8
2300 Garden Road	013-312-004	Convert existing office building into 64 apartment units	ARC preliminary review approved; ARC final review pending	6.79	13	51	64
449 Alvarado Street	001-574-028	Demolish existing structure; Construct a four-story mixed-use building with 34 new apartment units and 2,376 square feet of retail space	EIR preparation in process; has not received Planning permits	0.3	7	27	34
476 Tyler Street	001-574-029	Converting existing ground floor commercial space within an existing mixed-use building into three studio apartments	Planning permits approved; Has not applied for Building permits	0.54		3	3
La Mesa Village	001771040000, 001781025000, 001771039000	60 new homes for military personnel at La Mesa Village	Start date after completion of construction at Ord Military Community			60	60
MidPen Housing Project	001-522-009, 010, 011; and a portion of 001-522-015-000	City sponsored 100 percent affordable housing project	City has entered into ENA with MidPen Housing and predevelopment activities are underway		43		43
					108	383	491

### Map 3-1: Pipeline Projects





To identify potential sites for new housing, a parcel-based analysis of properties within the City limit was conducted using County Assessor data. Vacant sites were identified, along with underutilized non-vacant sites with potential for redevelopment within the planning period and any surplus City-owned sites. Two primary metrics were used to identify underutilized parcels: assessed value ratio (A/V) and low as-built floor area ratio (FAR). A/V ratio considers the relationship between the value of the land and the improvements constructed on it. Where the value of the land is worth substantially more than the value of the structures on it, there is an incentive for the owner to redevelop with new uses that command higher rents or sales prices. Similarly, a low FAR means that the square footage of buildings is small compared to the overall size of the site, indicating the potential for redevelopment with other uses. A commercially zoned property containing a low-slung shopping center with large areas of surface parking could be considered underutilized, particularly if vacancy rates are high. Areas where vacant and underutilized sites cluster are locations where change is most foreseeable over the planning period and as such are an important focus of planning activities.

The opportunity sites ranked by viability for development with housing in consideration of the prevailing land use characteristics and hazards and organized into tiers, as shown on [Map 3-2](#). Tier 1 sites are those with indicators that signal the strongest redevelopment potential, and which are also least encumbered by natural and humanmade hazards. Tier 5 sites are those with some indication of redevelopment potential, but which are constrained by hazards. This tiering helped identify viable non-vacant sites to accommodate lower income RHNA, in view of State requirements for additional analysis to justify their inclusion on the Housing Element sites inventory.

Based on this analysis, eight “opportunity areas” where change is foreseeable over the planning period were identified (see [Map 3-3](#)) and a community survey was conducted to solicit feedback to help plan where new housing should be located and how to achieve other community objectives like improving transportation

options, revitalizing older commercial streets, and preserving and enhancing neighborhood character. Between March 1 and April 30, 2023, over 1,050 residents, business owners, and people working or attending school in Monterey participated in the Monterey 2031 Community Survey. Overall, respondents broadly support housing in all eight opportunity areas and a survey report documenting community input and presenting key implications for the planning process is included in Appendix G. Drawing on the community input received, a preliminary inventory of sites available for housing and key strategies to facilitate housing development on the identified sites was prepared and reviewed with the Planning Commission and City Council over a series of public meetings in June 2023. The inventory and strategies were refined based on public input and direction from City decision-makers received at the June meetings prior to inclusion in this Draft Housing Element.

## SITE SCREENING AND CAPACITY PROJECTIONS

A majority of the sites included on the inventory are non-vacant, meaning they contain buildings or other significant improvements that are permanent and add significantly to the value of the property. Per State law, if the inventory identifies non-vacant sites to address a portion of the regional housing need allocation, analysis is required to demonstrate the viability of sites for redevelopment with housing during the planning period. Accordingly, a survey of recent residential development projects was conducted to confirm that the characteristics of sites identified are conducive to redevelopment and to establish average as-built densities that can be applied to determine the realistic capacity of sites included in the inventory. Although housing demand is high in the city, production has been severely constrained by water supply availability. Therefore, the survey also considered recent residential development projects on comparable sites in Seaside, Marina, and Sand City that do not face the same water supply constraints as Monterey so as to provide a realistic estimate of the future capacity of sites when new water supply is available.

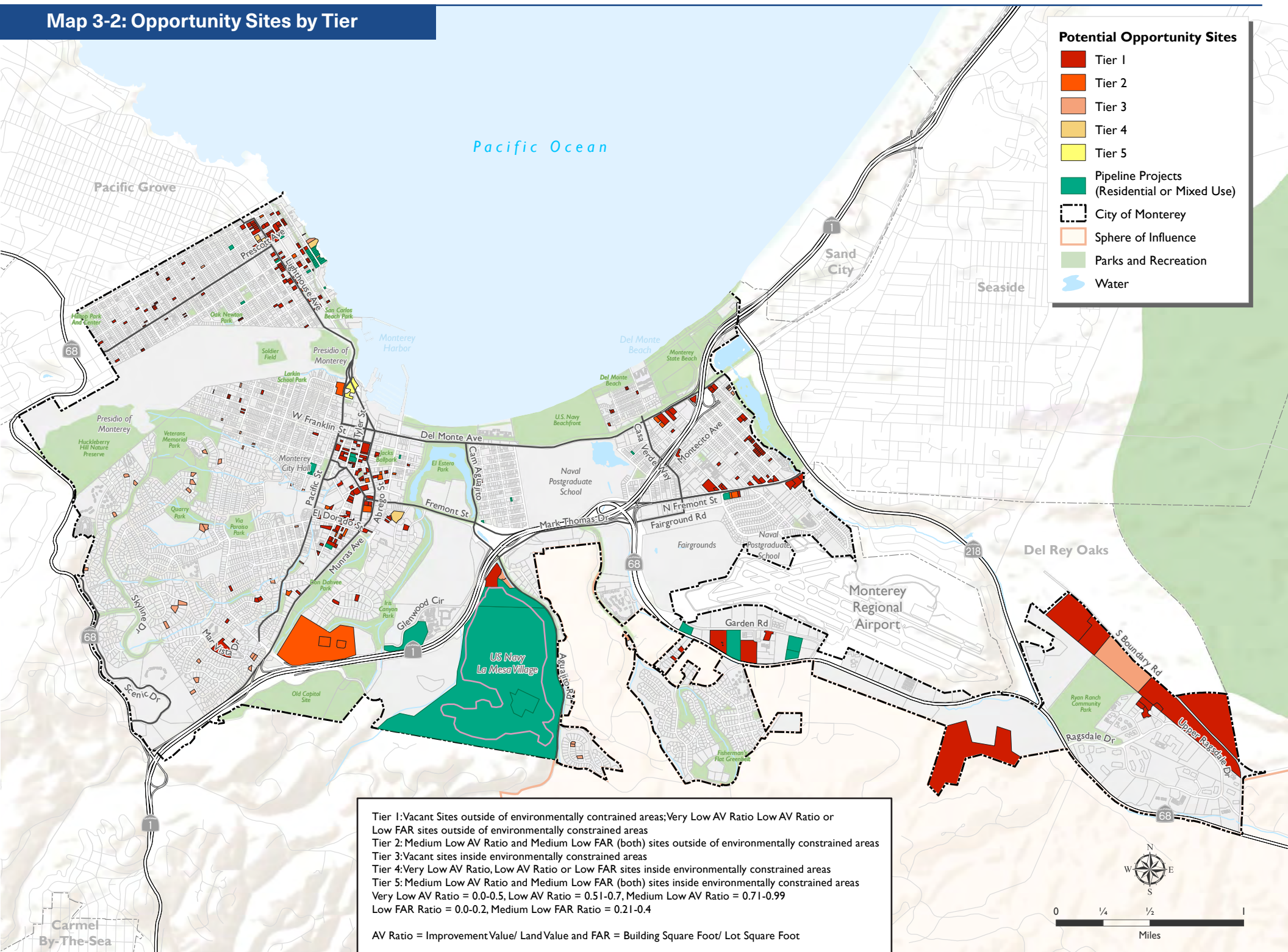
Profiles of the recent residential precedents are included in Appendix F, detailing project location, site characteristics prior to redevelopment, and approved/constructed densities. The profiles indicate that the project sites have characteristics comparable to the non-vacant sites on the inventory, in evidence of their viability. These characteristics include:

- Typical parcel size range from 0.3 to 5.5 acres
- Typical existing use: Commercial use or parking lot
- As-Built FAR prior to redevelopment: 0.26 FAR
- Zoning: Commercial or Mixed Use Zoning
- Location: Along commercial corridors, at intersections or mid-block

Based on the results of the survey, the following densities have been used to project realistic capacity: 55 dwelling units per acre (du/ac) in the Alvarado District Downtown; 29 dwelling units per acre for non-vacant sites along commercial corridors; and 15.9 du/ac in the Pacific/Munras/Cass area, based on the average density of existing housing in the area. For vacant residential lots in low density neighborhoods, a typical rate of one unit per lot was assumed. Sites meeting the criteria established in State law for lower income RHNA sites were counted toward the City’s Low and Very Low Income RHNA allocation; other sites were attributed to the City’s Above Moderate RHNA allocation.

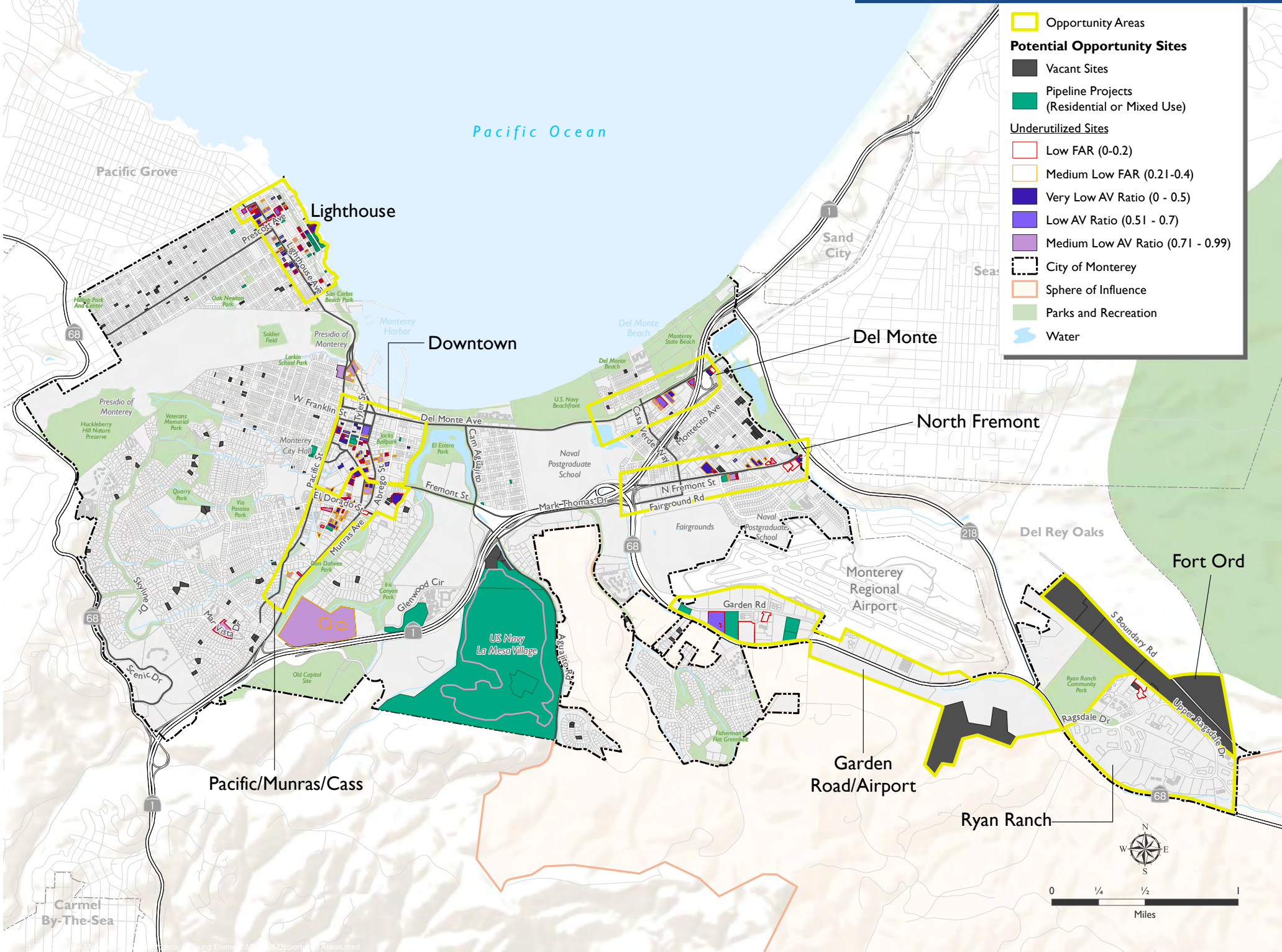


Map 3-2: Opportunity Sites by Tier





# Map 3-3: Opportunity Areas



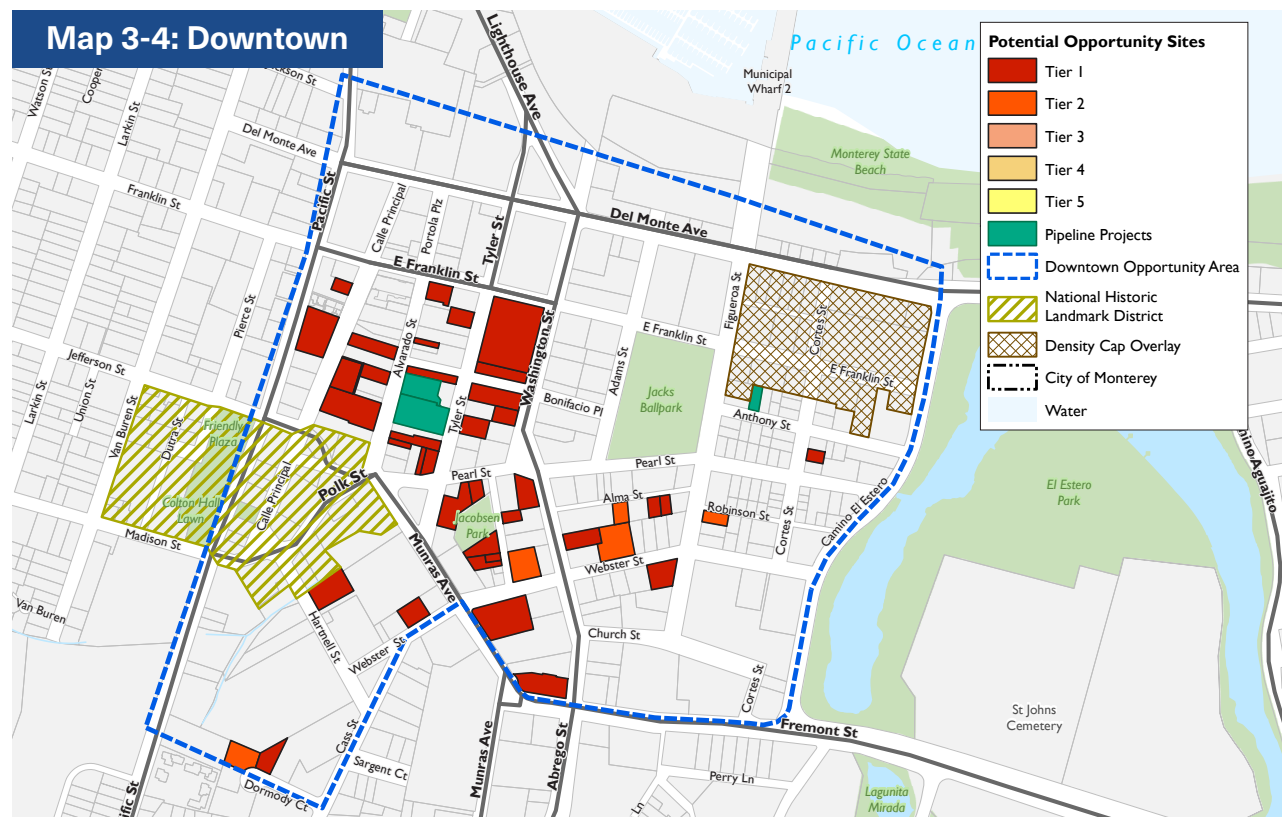
## HOUSING POTENTIAL BY OPPORTUNITY AREA

This section introduces the opportunity areas and their capacity for new housing, accounting for community input received and State guidance for site suitability. A description of development potential in each area and strategies to facilitate development are proposed, including changes to City policies and regulations. Maps depicting sites in each area that can potentially accommodate new housing are also included.

### DOWNTOWN

Downtown Monterey is the city's premier business and tourism district, featuring shopping, restaurants, office, hotels, banks, and some higher density housing. There are few vacant parcels, but there is strong potential for redevelopment of older, underutilized commercial properties that currently feature 1-story buildings and large alleys or surface parking lots. The area south of Franklin Street between Alvarado and El Estero Park (known as the Pearl District) is projected to be impacted by sea level rise in 2050 and parts of this area are already subject to flooding during storms. The Downtown Specific Plan establishes a Density Cap Overlay which applies to much of the Pearl District, which limits building height to 4 stories for predominantly residential projects and caps permitted housing development at a maximum of 30 dwelling units per acre (du/ac) calculated on the basis of all sites included in the overlay with no limit for individual parcels.

In the citywide survey, respondents indicated the highest level of support for density and taller buildings downtown. A full 55 percent of respondents indicated that they believe low rise or mid-rise apartments and condominiums are appropriate housing type in this area of the city. Today, residential development at up to 100 du/ac is permitted in the Alvarado District and at up to 30 du/ac on other properties downtown. Recent development has been approved at above 50 du/ac in the area. Height limits vary by district, with up to four stories allowed in the downtown core (Alvarado District), three stories



permitted in the East Village District, and generally two stories permitted in other areas (except the Pearl District as noted above). Parcel size tends to be small, less than 10,000 square feet on average, and the ownership pattern is somewhat fragmented, which poses challenges for development. The best development opportunities can be found in the Alvarado District, where there are several adjacent clusters of underutilized commercial properties along Calle Principal and Tyler that offer opportunities for redevelopment. The City Council has previously identified the Calle Principal Garage and Lot 14 as potential housing opportunity sites, so redevelopment of these properties has been assumed over the planning period, supported by Program 1-G in Chapter 4). Given that the Pearl District is projected to be heavily impacted by sea level rise, no sites in this subarea have been included on the inventory.

To facilitate housing development downtown, the following strategies have been incorporated into the Housing Action Plan (Chapter 4):

- Program 1-C: Revise City land use and zoning regulations to permit building heights up to 55 feet (5 stories) in the Alvarado District in order to enhance development feasibility. (No change to permitted density or building heights in other parts of downtown).
- Program 1-C: Revise City policy and regulations to incorporate a clear statement that 100 percent residential projects are permitted throughout the downtown area, except on/adjacent to Alvarado Street per City Council resolution 21-129 C.S.



- Program 1-C: Offer municipal shared parking agreements to projects that propose at least 30 new housing units within 1,000 feet of a City-owned parking lot or structure to assist with development feasibility and encourage lot consolidation.
- Program 1-G: Partner with a non-profit developer for the construction of workforce housing on Two City-owned downtown parking facilities (Lot 14 parking lot on Bonifacio Pl & Adams St and the Calle Principal Garage on Calle Principal near Bonifacio Pl) to meet the needs of lower income households in Monterey.

On this basis, the inventory assumes development of 457 new housing units downtown, including 216 that would be affordable to households making less than 80 percent of the area median income. Sites are shown on [Map 3-4](#).

## NORTH FREMONT

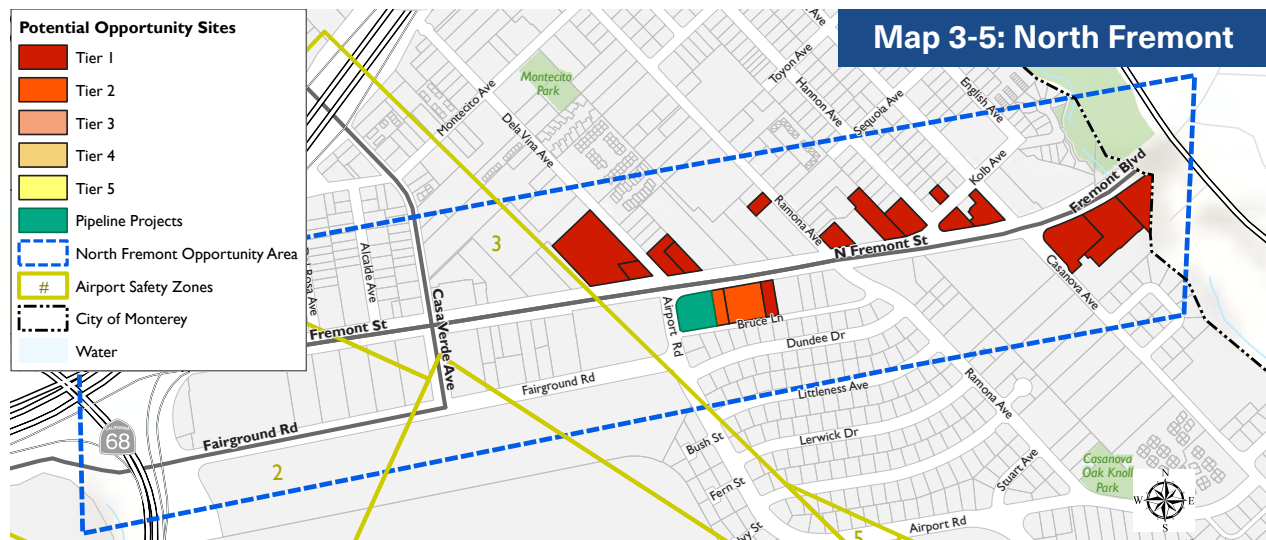
The North Fremont corridor extends from Highway 68 to the eastern City limit north of the Fairgrounds. To the north and south are single-family residential neighborhoods. The airport approach zone extends over the western part of the corridor and higher density housing is prohibited here, which significantly constrains the potential to add housing over the area. The approach zone ends just west of Airport Road, and along the eastern part of the corridor there are several vacant and underutilized properties. Existing development is primarily motels, restaurants, and strip retail center with large surface parking areas which represent opportunities for redevelopment.

High density residential uses (30 du/ac or more) are conditionally permitted on commercial properties along the corridor, although recent development has been approved at 42 du/ac. Parcel size along North Fremont is larger than downtown or along Lighthouse Avenue, on average 0.77 acres or about 33,500 square feet. There are three adjacent larger parcels under common ownership at the east end of the corridor and several pairs of adjacent underutilized properties that could be consolidated to facilitate development. In the citywide survey, community

members expressed strong support for housing along North Fremont, particularly apartments (low rise and mid-rise) and townhomes. Many respondents expressed support for reimagining the area as a walkable, mixed use corridor that provides attainable housing options together with retail, restaurants, and daily services.

To help facilitate this vision and integrate new housing along the eastern portion of the corridor, the following strategies are proposed:

- Program 1-C: Revise City land use and zoning regulations to permit up to 45 du/ac on all properties fronting Fremont Street with no change to permitted building heights.
- Program 1-C: Revise City policy and regulations to incorporate a clear statement that 100 percent residential projects are permitted along the eastern segment of the North Fremont corridor.
- On this basis, the inventory assumes development of 328 new housing units, including 218 that would be affordable to households making less than 80 percent of the area median income. Sites are shown on [Map 3-5](#).



## LIGHTHOUSE

This area encompasses Lighthouse Avenue, Foam Street, Wave Street and Cannery Row, roughly from Reeside Avenue to the City limit. Today, the area features a mix of neighborhood and visitor-oriented businesses interspersed with housing, including 2 and 3 story apartment buildings, duplexes, and single-family homes. Portions along the coast near Cannery Row are susceptible to flooding from sea level rise, but overall risk of environmental hazard is lower here than in other areas of Monterey. Particularly along Lighthouse Avenue and Foam Street, underutilized commercial properties with low slung buildings and larger surface parking lots represent opportunities for redevelopment.

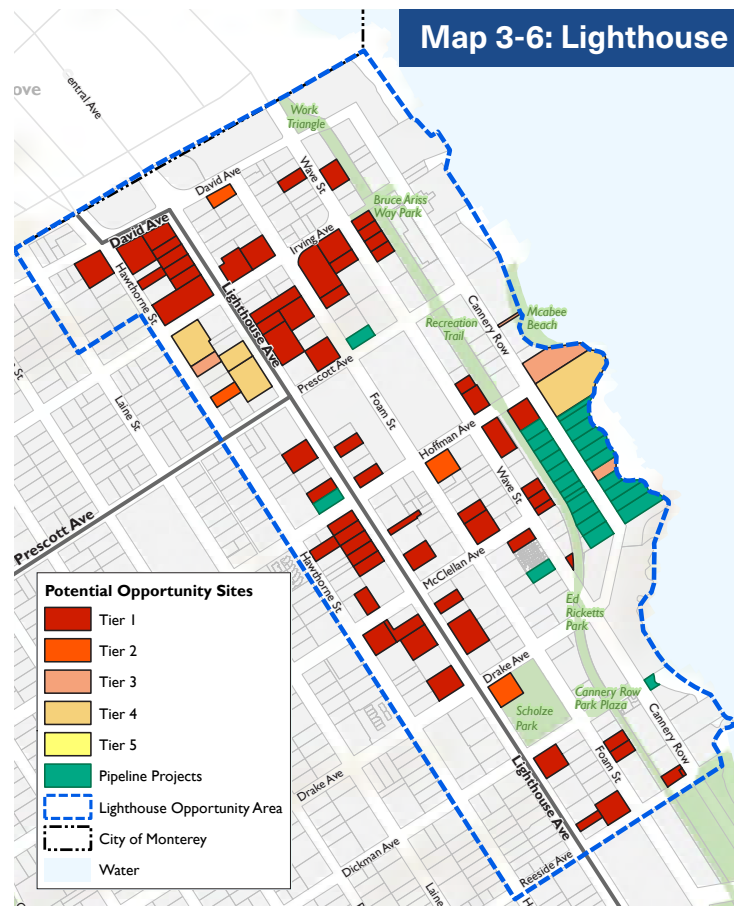
There are substantially more underutilized commercial properties with potential for new housing in this area than along the North Fremont and Garden Road corridors, although parcel size tends to be smaller in this area, averaging under 9,500 square feet. High density residential uses (30 du/ac or more) are conditionally permitted on commercial properties along the corridor, and ground floor residential uses involving more than four units are conditionally permitted along Lighthouse Avenue. Clusters of underutilized parcels under common ownership on Lighthouse and Wave represent some of the best opportunities for redevelopment. There are also adjacent underutilized parcels that could be consolidated to facilitate redevelopment.

In the citywide survey, community members generally expressed support for housing in the area. More than 80 percent of 10-minute survey respondents and apartments and condominiums (mid and low rise) were the most preferred housing typology; however, 5-minute respondents tended to allocate a smaller portion of the total number of new units in the Lighthouse area. Survey respondents emphasized a desire for a walkable, mixed use environment with plazas and public spaces that provide opportunities for socializing and events. Survey respondents also highlighted the need to ensure that traffic, parking, and pollution are adequately addressed as new housing is incorporated over the area.

To help facilitate this vision and integrate new housing along the eastern portion of the corridor, the following strategies are proposed:

- Program 1-C: Revise City policy and regulations to permit 100 percent residential projects on Lighthouse Avenue.
- Program 1-C: Offer municipal shared parking agreements to projects that propose at least 20 new housing units within 1,000 feet of a City-owned parking lot or structure outside the coastal zone to assist with development feasibility and encourage lot consolidation.

On this basis, the inventory assumes development of 296 new housing units, including 31 that would be affordable to households making less than 80 percent of the area median income. Sites are shown on [Map 3-6](#).





## GARDEN ROAD

Garden Road is a 0.7-mile corridor that runs from the Monterey Pines Golf Club to Olmsted Road, between the Airport and Highway 68. The area features a mix of commercial and office development today, with notable uses that include the Monterey Herald, California State parks Monterey District offices, Caltrans District Office, Garden Place Professional Center, Shoreline Church, and the Comfort Inn. Existing development in the area consists of 1- and 2-story buildings with surface parking heavily screened from view with trees and landscaping. Parcel size is relatively large, ranging from 0.9 acres to approximately 6 acres. Parcels on the norther side of the corridor abut the airport to the north and are largely within Airport Safety Zone 3 (Inner Turning Zone), where residential development is generally prohibited.

The Multifamily Residential Overlay District applies to the corridor, allowing the conversion of existing buildings to housing or the development of new housing at up to 30 du/ac. Several development applications along the corridor are currently under review and one project involving 25 units on a 1.86-acre office site was approved in January 2023. Additional underutilized commercial/office properties along the southern side of the corridor present further opportunities for redevelopment with housing. In the citywide survey, there was solid (although not unanimous) support for additional high density housing along the corridor, including apartments and townhomes. Survey respondents emphasized the need to provide transit and bicycle connectivity to the rest of the community if housing is added here and to ensure adequate airport noise mitigation strategies are implemented.

To help facilitate this vision and integrate new housing along Garden Road, the following strategies are proposed:

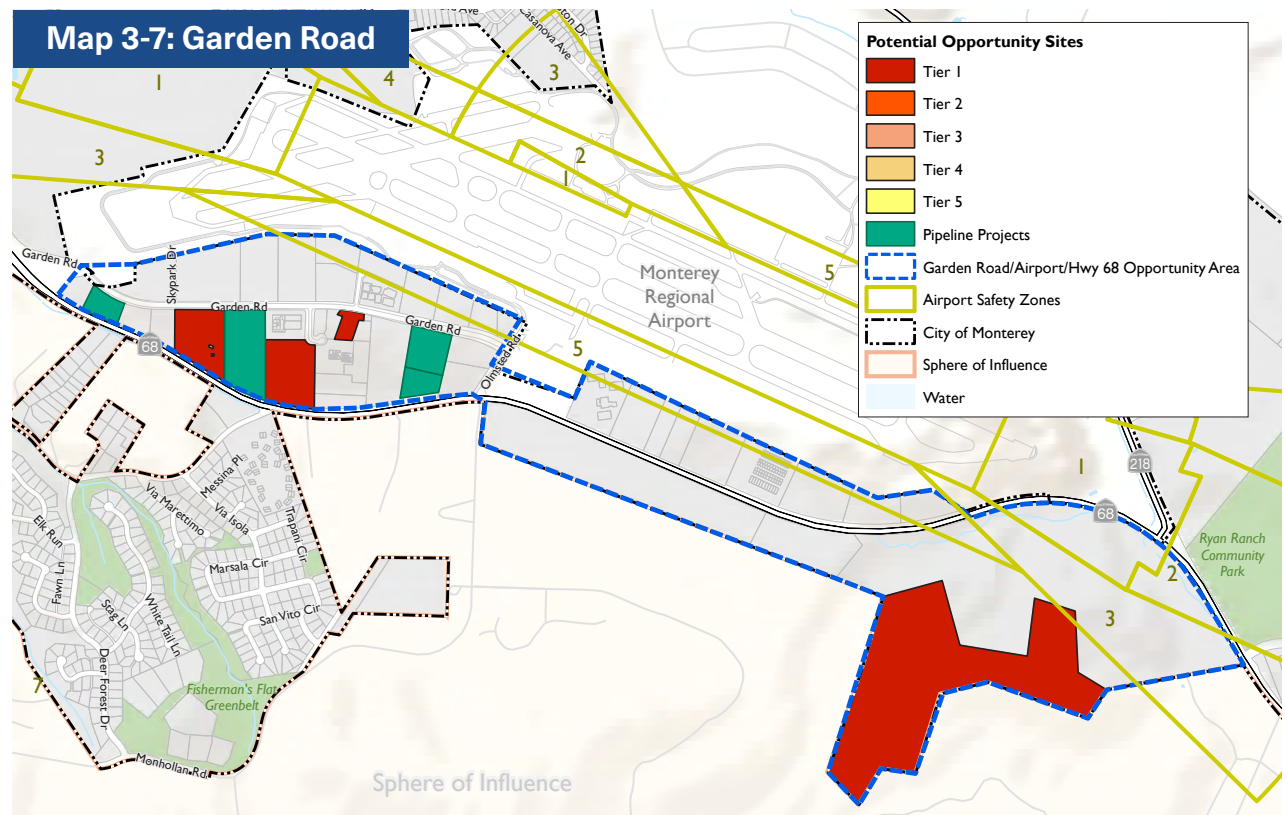
- Program 1-B: Increase the maximum permitted density in the Multifamily Residential Overlay District from 30 to 50 du/ac and consider establishing a minimum density for the area when adequate water supply becomes available.

- Program 1-B: To reduce development costs and enhance feasibility, revise the Multifamily Residential Overlay District regulations to remove the requirement for covered parking spaces where they can be adequately screened from view.

On this basis, the inventory assumes development of 356 new multifamily housing units along Garden Road, which would all be at densities deemed affordable for households making less than 80 percent of the area median income. Sites are shown on [Map 3-7](#).

Additionally, a notable number of survey respondents expressed support for the development of clustered housing on vacant hillside land south of the airport within the City limit. This area contains a large, vacant parcel owned by the Monterey City School District (MPUSD).

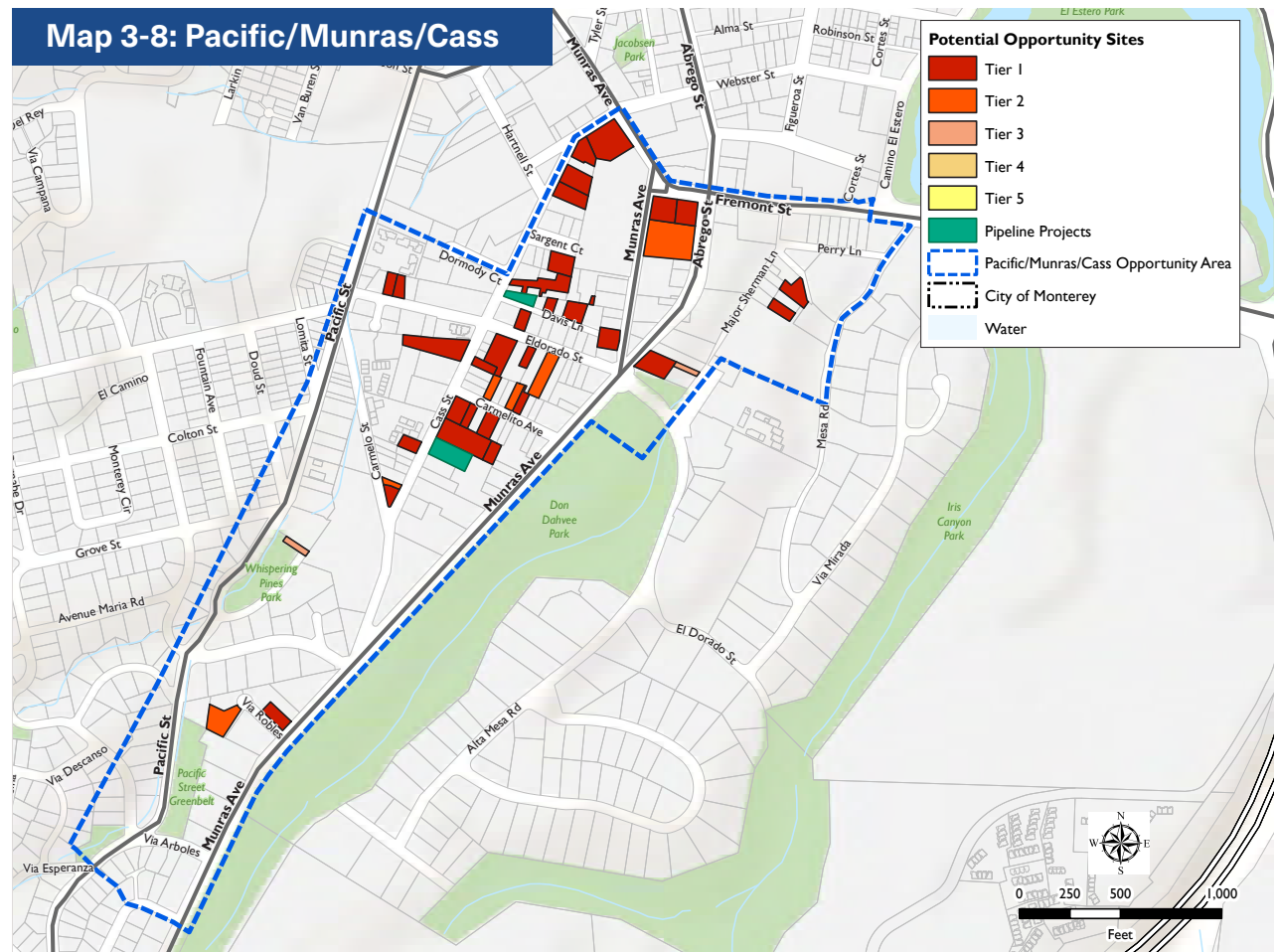
Located east of Tarpey Flats and south of the airport, the 50-acre parcel is on relatively flat terrain and is identified as potential site for moderate and low income housing in the Highway 68 Area Plan if MPUSD were to declare the property surplus. The Plan provides policy direction and design guidelines that could serve as a starting point for planning of the site and surroundings, and the City and the School District could also jointly pursue an Enhanced Infrastructure Financing District (EIFD) to help fund the cost of infrastructure to support development of the site. To facilitate development of this site with mixed income housing, Program 1-I has been included in the Housing Action Plan (Chapter 4) and the inventory assumes 640 new housing units, including 145 homes affordable to moderate income households and 145 homes affordable to lower income households over the planning period.



## PACIFIC/MUNRAS/CASS

This area features an eclectic mix of hotels, small-scale offices and apartments, and single-family homes. In particular, some underutilized commercial and office properties along Pacific, Cass, Abrego, and Munras offer opportunities for housing within easy walking distance of downtown. The area has relatively low risk of environmental hazards. Current General Plan land use and zoning for the area is Commercial, which allows for development at up to 30 du/ac along Munras Avenue and the Pacific/El Dorado/Cass Street area. Parcel size varies, with larger parcels ranging from 0.25 acres to 0.9 acres on Munras and smaller, odd-shaped parcels on Cass, El Dorado and Davis Lane. Notably, there are several clusters of small, adjacent underutilized parcels under common ownership that may be redeveloped together.

In the citywide survey, respondents supported additional smaller scale apartments, condominiums, fourplexes, triplexes, duplexes residential development in this area with building heights and styles that reflect the existing character. For larger sites closest to downtown development was assumed at 29 du/ac and for sites along Cass development was assumed at the average density of existing housing in the area, which is 15.9 du/ac. On this basis, the preliminary inventory assumes development of 130 new housing units on underutilized sites in this area, including 31 that would be affordable to households making less than 80 percent of the area median income. Sites are shown on [Map 3-8](#).



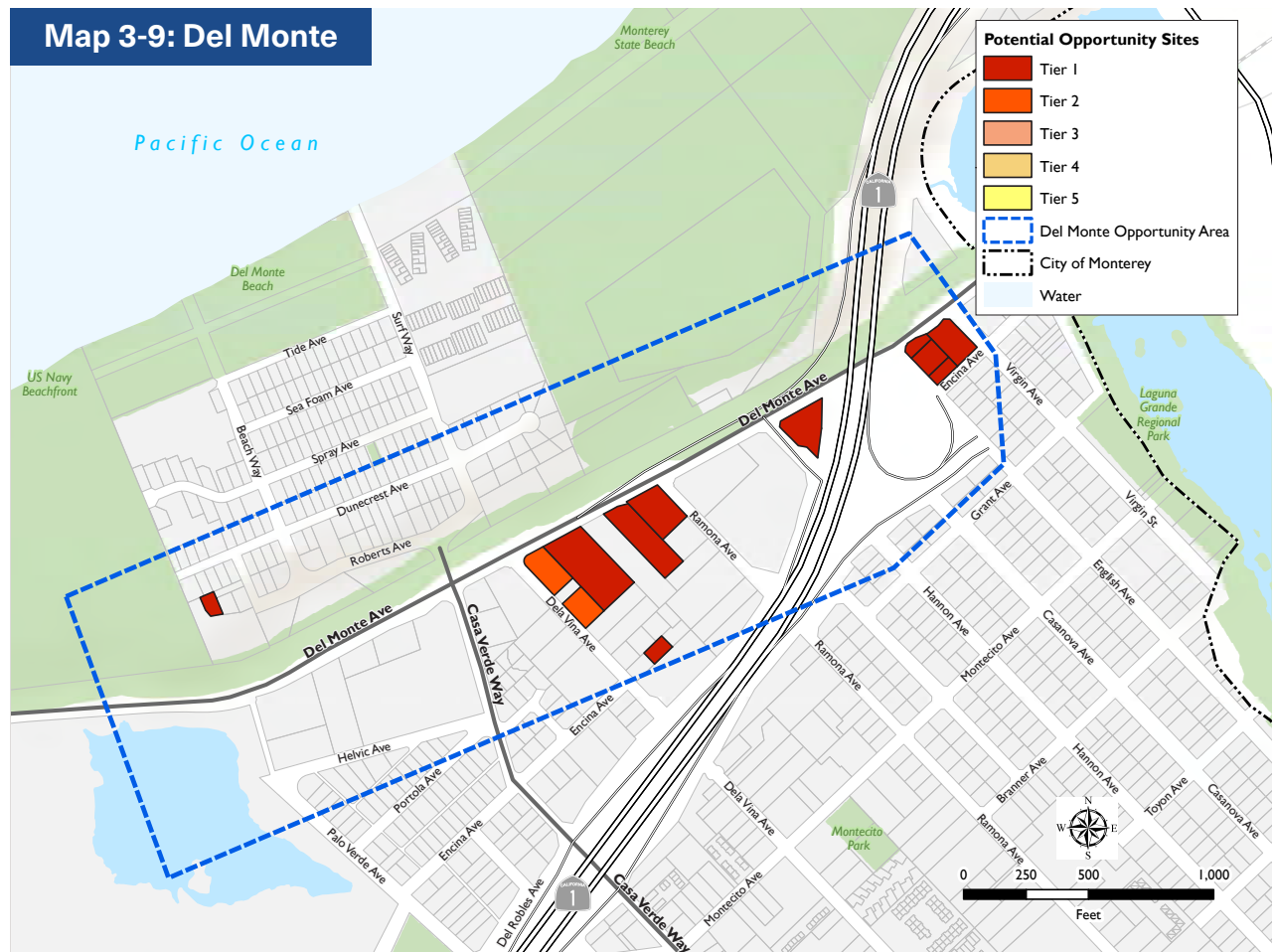


## DEL MONTE

This commercial corridor runs east of Del Monte Lake to Highway 1, featuring storage and auto-oriented businesses with some large surface parking lots and undeveloped land that could represent opportunities for redevelopment. There is existing single and multifamily housing north of the corridor. Coastal bluffs shield the corridor from the ocean and the risk of environmental hazard in the area is relatively low. Current General Plan land use and zoning for the area is Commercial, which allows for development at up to 30 du/ac. Parcel size varies, but is typically larger than in the Downtown, Lighthouse, and Pacific/Munras/Cass opportunity areas. Average parcel size is 0.81 acres, with three parcels over 1-acre in size and a 1.94-acre cluster of underutilized sites under common ownership offering some of the best opportunities for redevelopment.

In view of the available sites and development opportunities, the inventory assumes development of 126 new housing units on underutilized sites in this area, all of which would be at densities deemed affordable for households making less than 80 percent of the area median income. Sites are shown on [Map 3-9](#).

**Map 3-9: Del Monte**



## RYAN RANCH AND FORT ORD

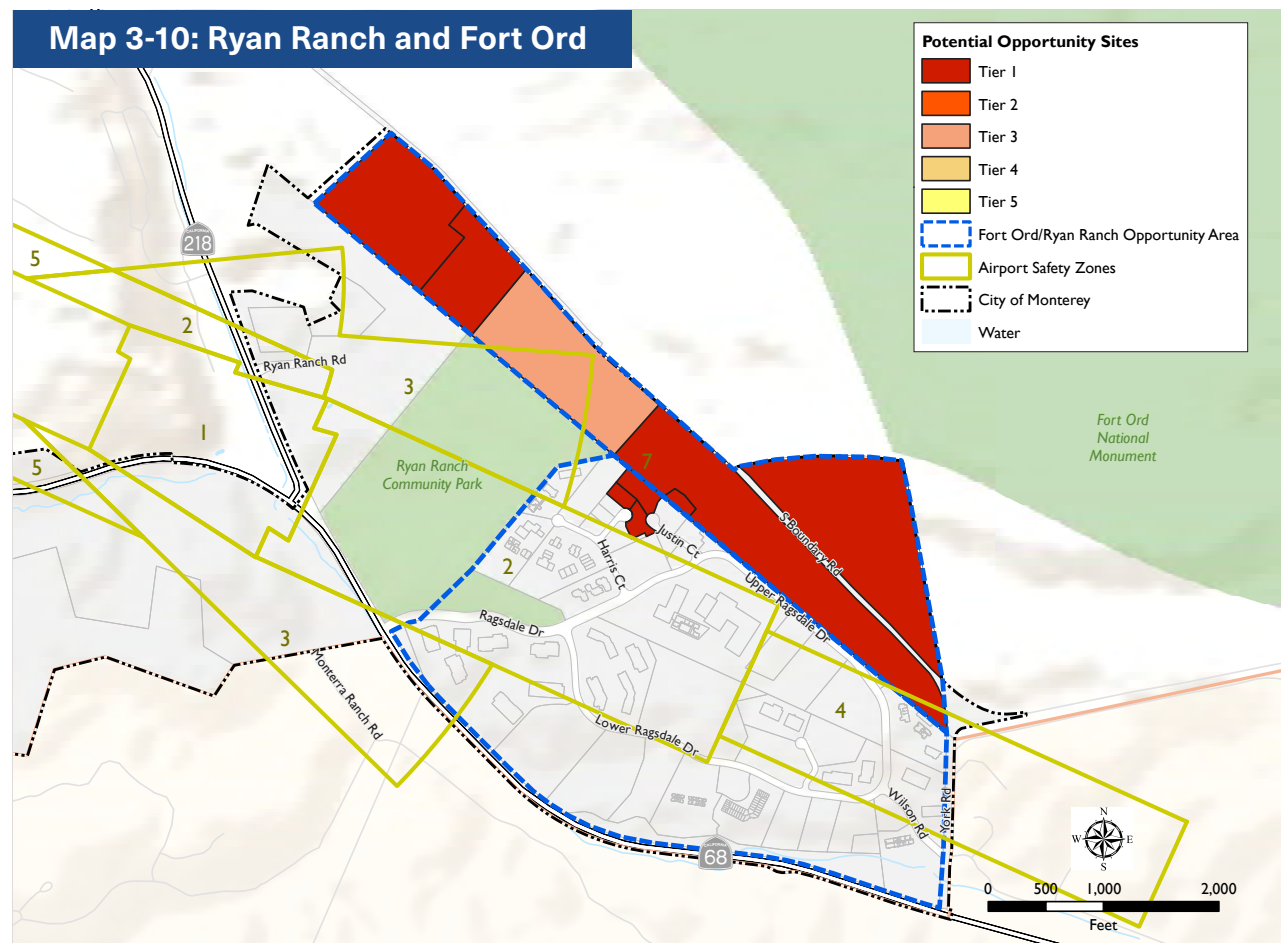
Located immediately southeast of the airport, the Ryan Ranch Area is home to Montage Health, an office park, and some light industrial businesses. New housing is prohibited in the airport approach zone which extends through the central part of the area, but there is a cluster of underutilized commercial properties north of Upper Ragsdale Road which presents opportunities for redevelopment. Immediately adjacent to the north is the former Fort Ord Military Base, where approximately 130 acres of vacant land is potentially available for development with housing and other uses. The Fort Ord area is largely outside of the airport safety zones and risk of natural hazard is lower here than in other areas of Monterey, although the presence of unexploded ordnance requires remediation before residential development can take place. Fort Ord also has water credits sufficient for 240 new homes today, making it one of the more feasible locations for housing development in the near term, although the City has received correspondence from Land Watch about a settlement agreement applicable to the site that may affect development potential.

The General Plan land use designations applicable in this area include Industrial (I) and Parks, Recreation and Open Space (PROS). Current zoning does not permit housing in Ryan Ranch, but two of the six parcels at Fort Ord are zoned Planned Community (PC), which permits residential development subject to a PC Plan or Specific Plan. In the Citywide survey, Fort Ord was the area respondents identified most favorably for new housing, and generally felt it would be appropriate for a mix of housing types, primarily including single-family homes and townhomes with some multifamily housing as well. Ryan Ranch was also ranked highly by survey respondents as a location for new housing, including a mix of apartments and townhomes. Community comments highlighted some of the challenges for development in this area, including the limited capacity of existing infrastructure and lack of access/connectivity to other areas of the community (particularly for transit, bicycles, and pedestrians). Preferences for the future of the area also varied, with

many advocating for the creation of a mixed-use village over the area, others preferring to see lower scale development integrated with the natural environment, and some not favorable to development on natural open spaces or biologically sensitive areas.

Integrating new housing into this area would need to be done carefully and in a way that responds to the variety of preferences and concerns that community members expressed through the survey. Therefore, a key implementing strategy for the area, articulated in Program 1-H, involves the preparation of a specific plan

to establish a clear vision for the areas and to guide future development and conservation, identify infrastructure needs and financing mechanisms, and establish measures to ensure sustainable development and adequate resource protection. On this basis, the preliminary inventory assumes a total of 2,100 new housing units in the Ryan Ranch and Fort Ord area, 480 of which would be affordable to moderate-income and low-income households, consistent with the City's inclusionary ordinance. Sites are shown on [Map 3-10](#).





## OTHER KEY SITES

The inventory also assumes development of several key sites outside of the opportunity areas. These are shown on **Map 3-11**. Description of existing conditions and development potential is provided below.

### *County Courthouse Site*

The County has decided to relocate the courthouse and this 4.4-acre site, located on Aguajito Road, east of Highway 1, is available for redevelopment with housing. Currently, the site is designated LDR in the General Plan and zoned R-1; but if the site is declared surplus, it could accommodate higher density housing to help meet the needs of moderate, low and very low-income households. Assuming it is rezoned to R-3, the site could accommodate 130 new units affordable to moderate, low, and very low income households.

### *Monterey Museum of Art Perry Lane Site*

Located at 590 Perry Lane just a short walk from El Estero Park and downtown Monterey, this 1.82-acre site is available for housing. The site is currently for sale. It contains some small single-story structures and is partially located within an area of high liquefaction risk, construction techniques are available to mitigate this risk. The site is currently zoned Commercial, which allows for residential development at up to 30 du/ac. On this basis, the preliminary inventory assumes development of 50 new housing units, 10 of which would be moderate and lower income households.

### *Elks Lodge Site*

Monterey Elks Lodge is located at 150 Mar Vista Drive. The 3.75-acre site contains approximately 22,000 square feet of existing buildings constructed in 1963 and has large areas of surface parking lot that could be redeveloped with housing. The site is surrounded by existing multifamily developments including the 3-story Palo Verde Apartments immediately adjacent to the west. The site itself is generally outside of mapped areas of environmental hazard, although the Very High Fire Hazard Severity Zone extends to the opposite site of Mar Vista Drive, uphill from the

graded and developed portion of the site. The General Plan Land Use designation applicable to the site is Residential - Medium Density (MDR), which allows for 8 to 30 du/ac. Assuming the existing building and structures remain on the property and new housing is integrated onsite, the Elks Lodge property could accommodate 94 new units at a density deemed affordable to low and very low income households by the State.

### *Del Monte Shopping Center*

Located on three parcels with a combines area of nearly 48 acres, the Del Monte Shopping Center consists of retail shops and restaurants in single story buildings organized around large areas of surface parking. Subject to property owner interest, a portion of the site could be developed with housing to further support the vitality of existing businesses and address local housing needs. The City has contacted the property owner to gauge interest and what measures could be put in place to facilitate the addition of housing to the site in the event the owner would like to proceed. Provisionally, the inventory assumes development of 150 market rate units on a portion of the property, 30 of which would be affordable to moderate and low income households consistent with the City's inclusionary requirements.

### *Heritage Harbor Office Complex*

This site consists of two parcels with a total site area of approximately 4 acres. Located west of Fisherman's Wharf within easy walking distance to downtown, the sites are owned by the Monterey Bay Aquarium. Existing uses include a parking structure and several low slung office buildings. The City has contacted the property owner to gauge interest and what measures could be put in place to facilitate the addition of housing to the site in the event the owner would like to proceed. Provisionally, the inventory assumes development of 90 market rate units on a portion of the property, 18 of which would be affordable to moderate and low income households consistent with the City's inclusionary requirements.

## VACANT RESIDENTIAL LAND

**Map 3-11** also shows the location of vacant residential parcels within the City limit. In total, there are 113 parcels designated Low Density Residential (LDR) in the General Plan and zoned R-1, as well as 17 vacant parcels designated Medium Density Residential (MDR) in the General Plan and zoned either R-2 or R-3. These sites are available for development when new water sources become available and their capacity is reflected in the inventory.







## LOCAL EDUCATIONAL AGENCY LANDS

As shown on [Map 3-12](#), the Monterey Peninsula Unified School District (MPUSD) owns 17 properties in the city with a total land area of 139.31 acres. Ten of these properties are schools and two are vacant, including a 4.24-acre property at the end of Del Rey Garden Road in Ryan Ranch and a 50-acre property south of Highway 68 and southeast of the airport. The ten properties with existing school facilities range in size from 0.28 acres to 21.25 acres and have base zoning that currently allows from residential development (R-1-5, R-1-20, R-3-5, and PC). Facing a declining enrollment trend in recent years, MPUSD has closed three facilities; however, the high cost of housing in the Monterey Peninsula is a significant barrier to recruitment and retention of teachers and staff. MPUSD reports that each year it loses 20-25 percent of its teaching staff due to a critical housing shortage of housing in the region and the high cost of living. As such, MPUSD has a strong interest in developing housing for teachers and school district staff and has submitted a statement to that effect, included in Appendix F.

Recognizing the critical need for housing for local educational agencies (LEAs), the Governor signed AB2295 into law in 2022. The law exempts LEA housing projects from the provisions of the Surplus Land Act and allows housing at densities deemed affordable to lower income households on properties wholly owned by LEAs, subject to certain conditions. Program 1-E in Chapter 4 Housing Action Plan commits the City to adopting an Education Workforce Housing Overlay and associated development standards that implements AB2295 locally and permits housing development at up to 30 du/ac by right on urban infill sites owned by the MPUSD in the City of Monterey. Therefore, the inventory projects development of 100 new housing units on MPUSD properties by 2031, based on consultations with MPUSD and in view of District resources and capacity over the next 8 years. Development is assumed at densities of at least 20 du/ac, the level deemed affordable to lower income households by the State.

## RELIGIOUS INSTITUTIONAL LANDS

New State laws recognize religious institutions as important partners in affordable housing development and seek to provide incentives to facilitate construction by churches, synagogues, and mosques, such as through the reduced parking requirements available to religious facilities seeking to develop affordable housing on their properties by way of AB 1851. In Monterey, there are 12 properties owned by religious institutions that range in size from 1- to 9 acres and are located outside of environmental hazard areas, including flood zones, Very High Fire Hazard Severity Zones, airport safety zones, areas of high liquefaction risk, and areas susceptible to sea level rise and coastal flooding. These properties, shown on [Map 3-13](#), typically have zoning that permits low density residential development and many of them with vacant land and/or surface parking lots that could be developed with affordable housing.

The City is working to set up focus group discussions with representatives of the local faith-based community to understand if there is interest in pursuing affordable housing projects and what the City could do to support housing development by faith-based property owners. On the basis of this outreach, a refined list of candidate properties will be developed together with specific actions the City could take to facilitate the development of affordable housing by interested faith-based institutions, which would include zoning amendments to permit residential development at densities of at least 20 du/ac, permit streamlining procedures, and technical assistance. Program 1-F in Chapter 4 Housing Action Plan envisions the creation of a Congregational Overlay and associated development standards, as well as implementation of a program of technical assistance and development support for interested faith-based institutional property owners, which may include the preparation of factsheets; introductions to qualified design professionals, construction contractors, property management firms, and affordable housing operators; consultations on navigating the development application process.

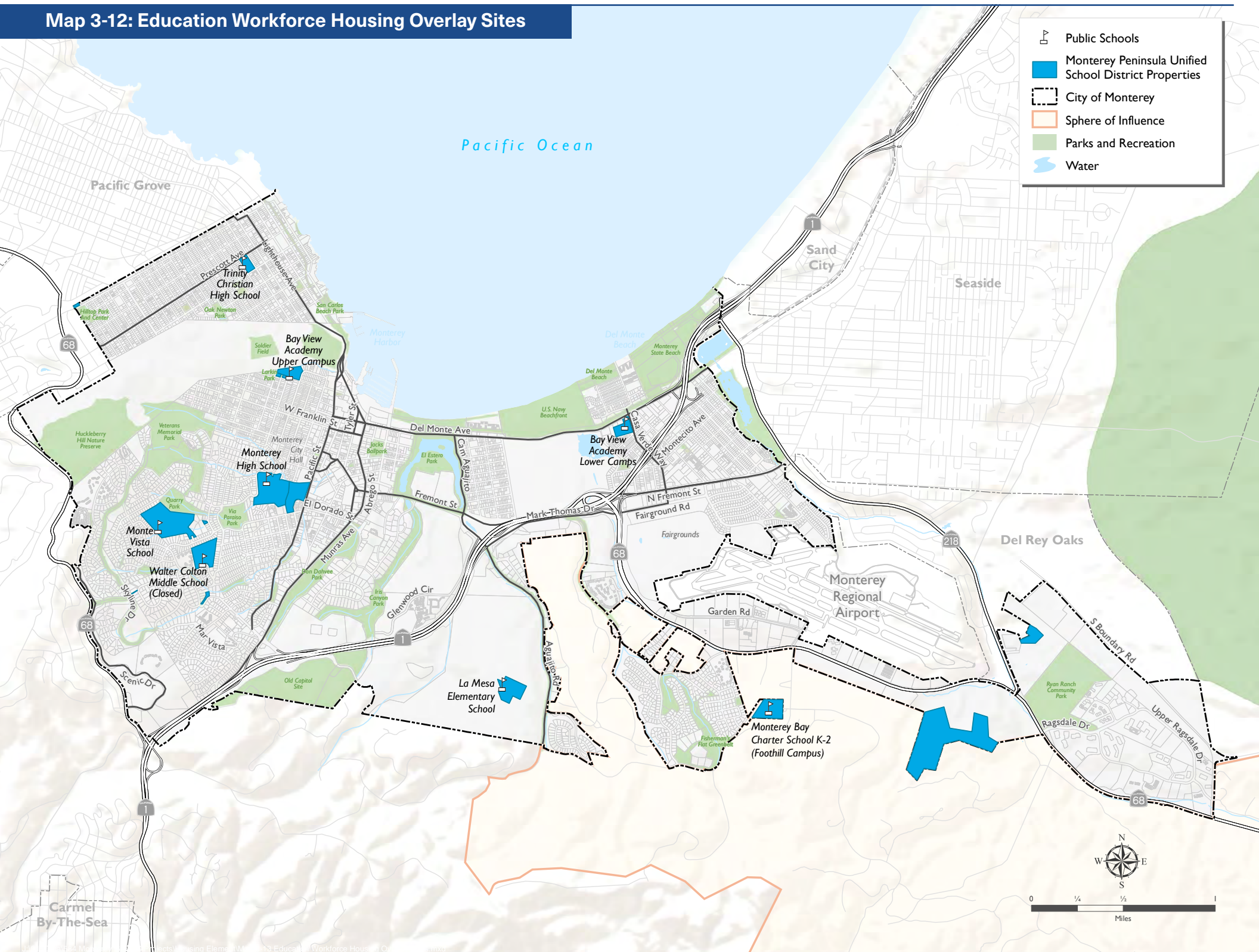
## ACCESSORY DWELLING UNITS

Sometimes called “in-law units” or “granny flats,” an accessory dwelling unit (ADU) is an additional smaller unit on the same property as an existing single-family home. ADUs come in many shapes and sizes, but are always a self-contained home that is smaller than the main house and legally part of the same property. ADUs have a kitchen, bathroom, and place to sleep, while junior ADUs (JADUs) are smaller - up to a maximum of 500 square feet - and must contain an efficiency kitchen (sink, stove, fridge, and counter) or wet bar, but may share a bathroom and full kitchen facilities with the main house.

Residential land uses comprise nearly 30 percent of all existing land use in Monterey, meaning there is significant opportunity for development of ADUs and JADUs. Since they are typically smaller than a single-family home, ADUs and JADUs can be “affordable by design,” meaning they cost less to build, buy, or rent. As such they can offer affordable opportunities for older adults living on fixed incomes, students, teachers, service sector workers and others employed in the community. Demographic factors indicate that ADUs and JADUs can play an important role in helping to meet local housing needs. Adults aged 65 and older accounted for nearly 19 percent of the city’s population in 2020, up from 15.45 percent in 2010.

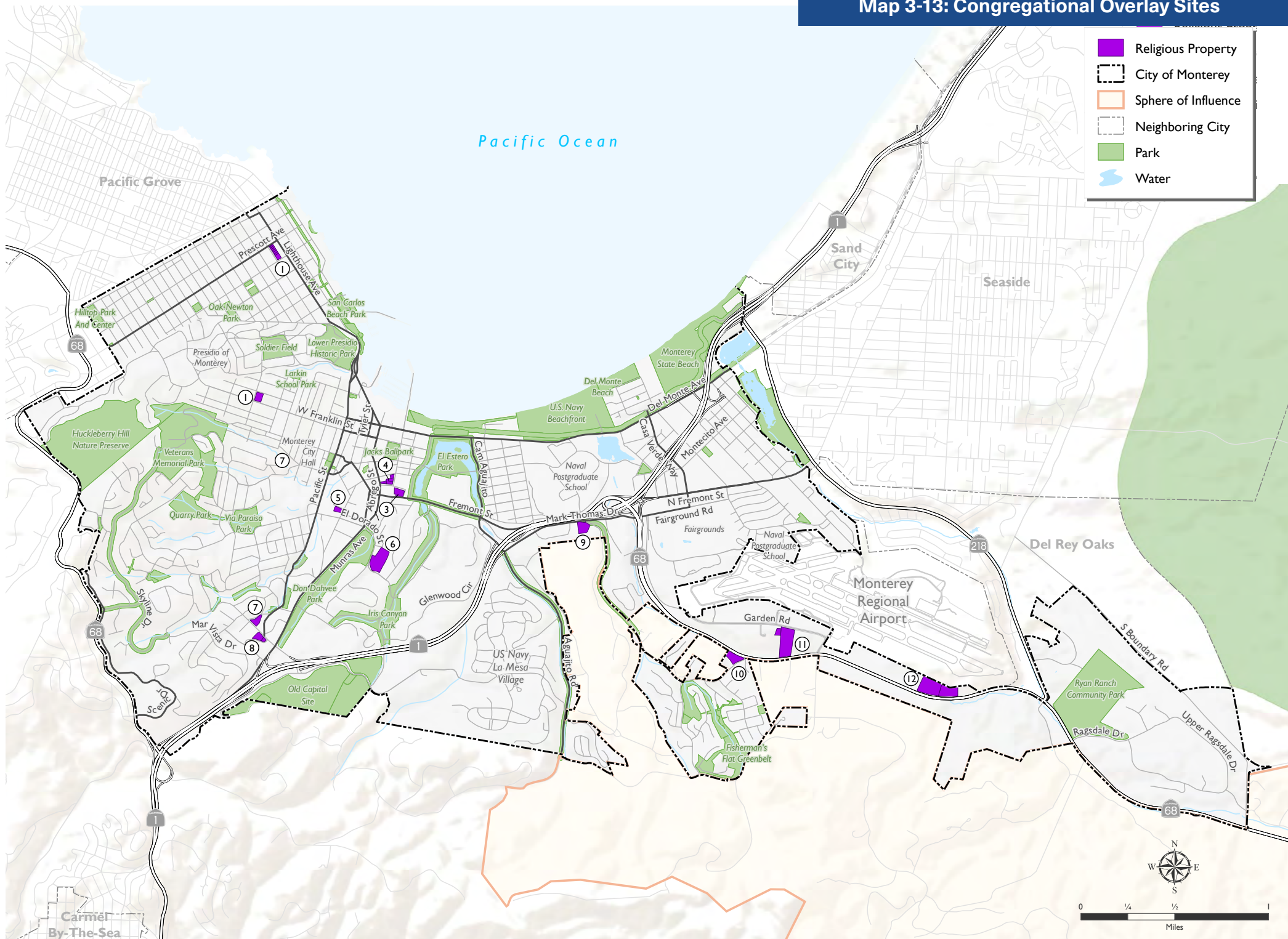


Map 3-12: Education Workforce Housing Overlay Sites





# Map 3-13: Congregational Overlay Sites



ADUs can be an important resource that allow older adult residents to “age in place,” whether by providing opportunities for extended families to live together while maintaining privacy or by providing space for in-home caregivers. At the same time, ADUs can offer affordable housing options for some of the more than 7,500 post-secondary students at the Middlebury Institute of International Studies and the Monterey campus of Monterey Peninsula College. Equally, ADUs and JADUs can provide additional housing opportunities for those employed in the hospitality, tourism, retail, and service sectors that make up 25 percent of the jobs in the local economy.

Safe harbors in State Housing Element law allow for the use of local trends since 2018 to project the future rate of ADU production. On average since 2018, the City has issued construction permits for 11 ADUs each year, as shown in **Table 3-3**. By this measure, Monterey can project at least 11 ADUs annually throughout the planning period; however, as noted in HCD’s Housing Element Site Inventory Guidebook, this methodology represents “a conservative option [that] only account[s] for the effect of the new laws without local promotional efforts or incentives.” In Monterey, the production trend has increased year-on-year since 2018, with 7 ADUs permitted in 2018, 13 in 2020, and 19 in 2022 even as past

Table 3-3: Recent ADU Approvals

YEAR	ADU BUILDING PERMITS ISSUED
2018	7
2019	7
2020	13
2021	9
2022	19
Total	55
Annual Average	11
Projected 8-Year Development	88

Source: City of Monterey, Annual Progress Reports, 2018-2022

production trends have been constrained by water supply availability. The Housing Action Plan contains a program of zoning incentivizes (Program 3-G) to encourage the production of ADUs and JADUs, particularly for lower income households. On this basis, the Town projects 15 new ADUs/JADUs annually throughout the planning period for a total of 120 new ADUs by 2031.

The City does not collect data on rental pricing for ADUs in the community; however, data available from other communities in the AMBAG region and the nearby San Francisco Bay Area provide important insight into the affordability of ADUs. The City of Santa Cruz conducts voluntary rental pricing surveys for ADUs each year, the results of which indicate the majority of ADUs are rented at low-income rents or below. For the 2022 survey, 89 percent of respondents who provided rental cost data were charging at or below the low income rent for their units. The Association of Bay Area Governments (ABAG), the metropolitan planning organization for the San Francisco Bay Area has conducted an extensive study of ADU affordability in the region, and based on its findings, it is assumed that 60 percent of the ADUs/JADUS constructed in the City of Monterey over the planning period (72 units total) will be affordable to low and very low-income households, 30 percent of these units (36 units total) will be affordable to moderate-income households, and 10 percent (12 units total) will be affordable for above moderate income households. Implementation of Program 3-G, described above, will also help ensure the affordability of new ADUs and JADUs produced in the planning period.



SUMMARY OF RHNA CAPACITY

Map 3-14 shows the location of sites available for housing and Table 3-4, below, summarizes the realistic capacity projected for the inventory with implementation of the proposed strategies. It accounts for development of vacant residential land, pipeline projects, ADU production, development in the Educational Workforce Housing and Congregational Overlays, and development on individual sites in and outside opportunity areas. Per State guidance, ADUs are not assigned to individual sites, but rather projected on a citywide basis. Low and Very Low RHNA capacity has been attributed to sites that meet the suitability criteria outlined in State law, including parcel size, location, and zoning. Infill sites that do not meet the established suitability criteria are assumed to develop with market rate housing and that capacity has been assigned to above moderate income households. However, the City has adopted an Inclusionary Ordinance which requires that 20 percent of new units in projects of six or more units be affordable to moderate and low income households. Therefore, 20 percent of the total above moderate infill development capacity has been reallocated to moderate, low, and very low income households.

Overall, the preliminary draft inventory demonstrates capacity meet RHNA obligations at all income levels with a buffer. The buffer is required to ensure that there is sufficient capacity to meet RHNA obligations at all times during the planning period, in the event that some sites on the inventory actually develop at lower densities than envisioned.



Map 3-14: Sites Available for Housing

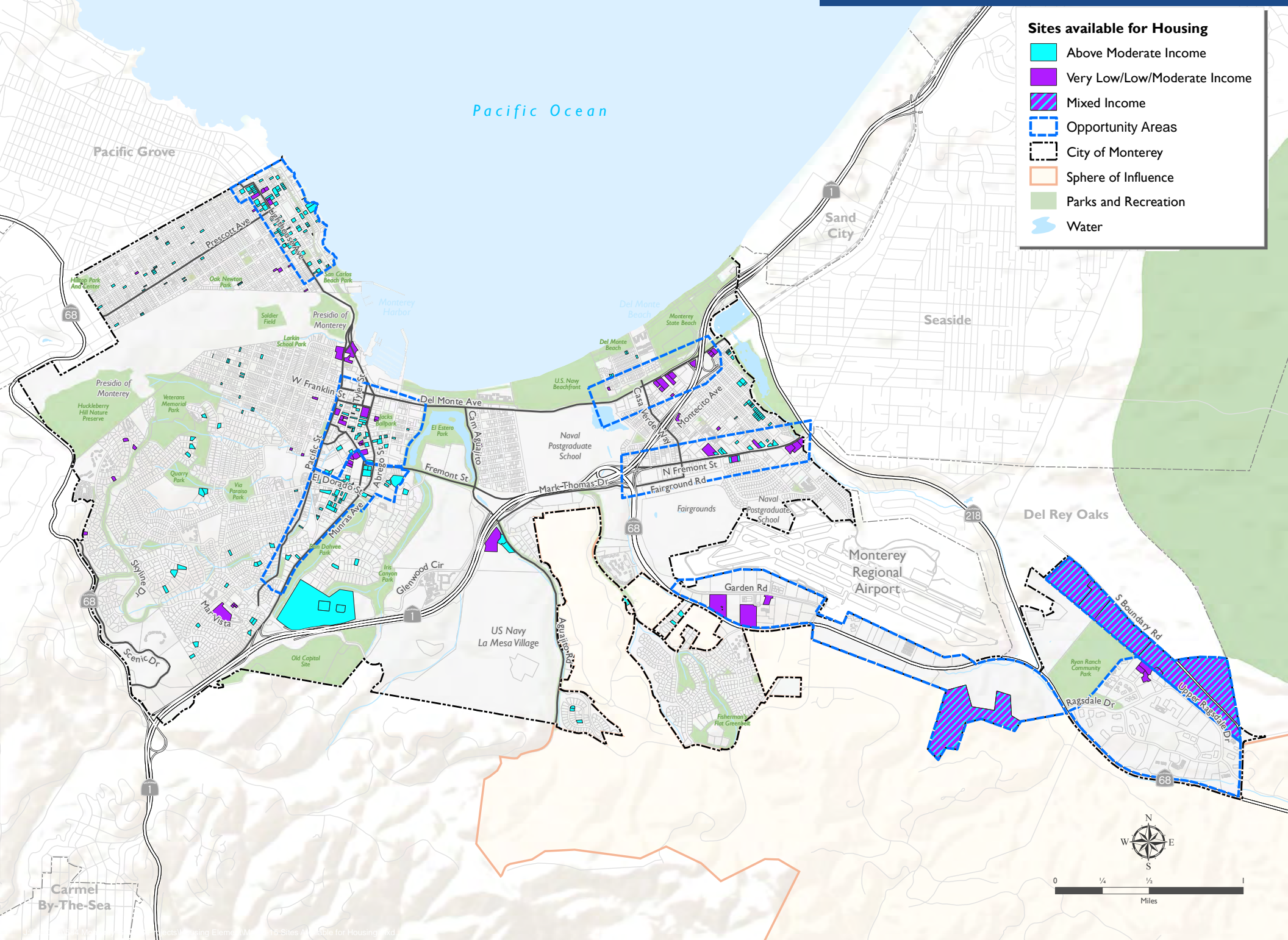


Table 3-4: Summary of RHNA Capacity

<b>INCOME CATEGORY</b>	<b>VERY LOW, LOW, AND MODERATE</b>		<b>ABOVE MODERATE</b>		
<b>Opportunity Area</b>	<b>Vacant</b>	<b>Non-vacant</b>	<b>Vacant</b>	<b>Non-vacant</b>	<b>Subtotal</b>
Downtown	0	216		241	457
North Fremont	0	218	24	86	328
Garden Road	0	356	0	0	356
Lighthouse	0	31	11	254	296
Pacific/Munras/Cass	0	38	0	92	130
Del Monte	0	126	0	0	126
Fort Ord/Ryan Ranch		420		1,680	2,100
Vacant Low Density Residential			111		111
Vacant High Density Residential	33				33
ADUs		120			120
Educational Workforce Overlay		100			100
Pipeline projects	108		383		491
County Courthouse Site		130			130
50-acre MCSD Site	290		350		640
590 Perry Lane Site				50	50
Elk's Lodge Site		94			94
Del Monte Shopping Center				150	150
Heritage Harbor Office Complex		90			90
Subtotal	431	1,939	879	2,553	5,802
Total by RHNA Category		2,370		3,432	5,802
Inclusionary Requirement (20%)				<b>244</b>	
<b>Adjusted Total RHNA</b>		<b>2,440</b>		<b>3,362</b>	<b>5,802</b>
<b>RHNA</b>		<b>2,408</b>		<b>1,246</b>	<b>3,654</b>
<b>Buffer</b>		<b>206</b>		<b>1,942</b>	<b>1,498</b>
		<b>8.56%</b>		<b>155.84%</b>	



## Financial Resources

As a small community, and especially since the loss of Redevelopment Agencies statewide, the City of Monterey has limited availability of funds for affordable housing activities. Key funding sources now include limited Community Development Block Grant funds and the City's Inclusionary Housing Program. Through these funding sources, the City has achieved affordable housing for lower and moderate income households.

### COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS

Through the CDBG program, HUD provides funds to local governments for a range of community development activities. The eligible activities include, but are not limited to, acquisition and/or disposition of real estate property, public facilities and improvements, relocation, rehabilitation and construction (under certain limitations) of housing, home ownership assistance, and also clearance activities. In addition, these funds can be used to acquire or subsidize at-risk units. The City of Monterey typically receives approximately \$250,000 annually from the U. S. Department of Housing and Urban Development (HUD). The City has also been awarded an additional approximately \$100,000 in CARES Act funds, and projected program income is \$1,000,000.



### PERMANENT LOCAL HOUSING ALLOCATION

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. Specifically, it included the Building Homes and Jobs Act (SB 2, 2017), which establishes a \$75 recording fee on real estate documents to increase the supply of affordable homes in California. Because the number of real estate transactions recorded in each county will vary from year to year, the revenues collected will fluctuate.

The first year of SB 2 funds are available as planning grants to local jurisdictions. For the second year and onward, 70% of the funding will be allocated to local governments for affordable housing purposes and will be distributed using the same formula used to allocate federal CDBG. This funding is known as the Permanent Local Housing Allocation (PLHA) and can be used to:

- Increase the supply of housing for households at or below 60 percent of AMI
- Increase assistance to affordable owner-occupied workforce housing
- Assist persons experiencing or at risk of homelessness
- Facilitate housing affordability, particularly for lower and moderate income households
- Promote projects and programs to meet the local government's unmet share of RHNA
- A Housing Element certified by the State HCD is a prerequisite for receiving PLHA funds

### PUBLIC FINANCING

The State Housing and Community Development Agency, and HUD, offer construction, rehabilitation, and permanent financing as low as three percent to qualified applicants such as housing authorities or private non-profit developers. These funds are competed for based on participation of other funding sources and local need.







## Administrative Resources

Described below are public and non-profit agencies that can serve as resources in the implementation of housing activities in Monterey. These agencies play an important role in meeting the housing needs of the City. In particular, they are critical in the production of affordable housing and the preservation of at-risk housing units in Monterey. There are additional nonprofit agencies that are developing a local track record; these agencies may also assist in this area during the life of this Housing Element.

### HOUSING AUTHORITY OF THE COUNTY OF MONTEREY (HACM)

HACM administers the Housing Choice Voucher program that also covers the City of Monterey. In addition, HACM actively pursues affordable housing development, especially farm labor housing, through its developer arm – Monterey County Housing Authority Development Corporation (MCHADC).

### COMMUNITY HOUSING IMPROVEMENT SYSTEMS AND PLANNING ASSOCIATION (CHISPA)

CHISPA is a Community Housing Development Organization (CHDO) operating in the Central Coast area. As the largest private, nonprofit developer in Monterey County, CHISPA has completed more than 2,200 affordable single-family, multi-family, and senior housing units since its incorporation in 1980.

### MID-PENINSULA HOUSING

Mid-Peninsula Housing (Mid-Pen) is an active nonprofit affordable housing developer in the Monterey Bay area. Currently Mid-Pen is working a 90-unit affordable permanent supportive housing project in Salinas' Chinatown area. Through a groundbreaking collaboration between MidPen Housing and the Central California Alliance for Health, Moon Gate Plaza connects housing and health services for the highest utilizers of

the healthcare system, with 20 supportive apartments set aside for that population. Another 20 apartments accept referrals from Interim, Inc., a leading provider of mental health services and support. The other 50 apartments provide homes for the area's other low-income residents.

In 2018, Mid-Pen completed construction of a 19-unit senior apartment complex on Van Buren Street in the City of Monterey, and the City has entered into an Exclusive Negotiating Agreement for a 100 percent affordable low income project on City leased land behind City Hall. Mid-Pen plans for the project to include 43 very low and low income units.

### HABITAT FOR HUMANITY

Habitat for Humanity is a community service organization that renovates and builds homes with the goal of eliminating poverty and providing decent shelter for all. Through volunteer labor and tax-deductible donations of money and materials, Habitat for Humanity constructs or rehabilitates homes in partnership with the families that will become the owners of the properties. Rehabilitated or newly constructed homes are sold to the families for the cost of materials through a mortgage that does not include interest or profit. Habitat for Humanity, Monterey County is actively works with jurisdictions to find and acquire appropriate properties for residential development and redevelopment.

### EDEN COUNCIL FOR HOPE AND OPPORTUNITY (ECHO) HOUSING

Echo Housing is a HUD-approved housing counseling agency aimed at fairly and equally providing education and assistance in obtaining and maintaining housing. Echo's offers a range of services, including rental assistance, housing assistance, tenant/landlord counseling, home seeking, home sharing, and mortgage and home purchase counseling. In addition, they offer a Fair Housing Program that provides counseling, investigation, mediation, enforcement, and education in response to reports of



housing discrimination and complaints. Echo Housing is based in Hayward and operate in Alameda County, Contra Costa County, and Monterey County, which they expanded services to in 2017. They are currently under contract with the Cities of Monterey, Salinas, and Seaside, and urban Monterey County to provide Fair Housing and Tenant/Landlord Services.

### **INTERIM, INC.**

This nonprofit organization provides supportive services and affordable housing for persons with mental disabilities. It provides a range of housing options throughout the County.

### **UNITED WAY OF MONTEREY COUNTY**

United Way is a non-profit organization that aims to help families achieve financial stability by providing support and resources for early care and education, affordable housing, and asset building. United Way ran the Emergency Rental Assistance Program (ERAP) in 2022, distributing emergency rental funds to support people experiencing financial distress as a result of the COVID-19 pandemic. United Way also runs Monterey County's 2-1-1 program, a free service that connects callers and texters with information about critical health and human services available to them. 2-1-1 has a range of housing related referral services, including housing expense assistance, emergency housing and services for homeless individuals and families, affordable housing options, landlord/tenant assistance, and connection to housing stability services, such as legal services.

### **COALITION OF HOMELESS SERVICE PROVIDERS**

The Coalition of Homeless Service Providers works to eliminate homelessness in Monterey and San Benito Counties by promoting regional partnerships and interagency collaboration for a comprehensive system of housing. The Coalition administers the Continuum of Care (CoC) program, researches, trains, and supports

providers in learning about best practices, advocates, on the subject of homelessness with policy makers, public funders, and those with lived experience, and coordinates and facilitates community-wide education. In addition, CoC promotes access to and utilization of mainstream programs and optimizes self-sufficiency among individuals and families experiencing homelessness. In 2021, CoC partnered with Focus Strategies, the City of Salinas, the County of Monterey, and County of San Benito to lead efforts in assessing the homelessness response system, report on key findings, hold public listening sessions, and interview key stakeholders, to inform the Lead Me Home 5-Year Plan to Reduce Homelessness by 50 percent by 2026. Strategies in the plan included increasing collaboration and participation by key stakeholders across the region to address homelessness, improving performance of the homeless response system, and expanding service-oriented responses to unsheltered individuals.

### **MONTEREY BAY ECONOMIC PARTNERSHIP**

Monterey Bay Economic Partnership (MBEP) is a regional nonprofit, membership organization consisting of public, private and civic entities located throughout the counties of Monterey, San Benito and Santa Cruz. Founded in 2015, its mission is to improve the economic health and quality of life in the region.

In 2016, MBEP launched its housing initiative to support an increase in the supply of all housing at all income levels in the Monterey Bay region. The initiative starts with a broad, regional coalition of individuals and organizations to advocate for the construction of all types of housing through our MBEP Action Center. To encourage development, MBEP joined forces with Housing Trust Silicon Valley to create the Monterey Bay Housing Trust: a local housing trust fund that provides a new loan pool to bring affordable housing projects throughout the region. In the Trust Fund's first year, MBEP raised \$12 million and funded three projects.



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# 4

## HOUSING ACTION PLAN

- H-1: Increase Housing Supply
- H-2: Removing Barriers to Housing
- H-3: Fair Housing
- H-4: Homelessness Prevention and Needs
- H-5: Sustainability and Energy Efficiency
- H-6: Monitoring Progress
- Quantified Objectives
- Implementation Timeline

# 4 HOUSING ACTION PLAN

The Housing Action Plan describes the specific goals, policies, and programs the City will undertake to achieve the long-term housing objectives set forth in the Monterey Housing Element. These goals, policies, and programs are intended to provide a framework for increasing the range of housing options in the community, removing barriers and constraints to housing construction, ensuring the continued maintenance of existing housing, and providing equal access to housing opportunities and services for all who live and work in Monterey.

The City's housing policies and implementing programs are organized around five key goals that correspond to community priorities. Quantified and qualitative objectives are described under each program. Assumptions are based on past program performance, development trends, land availability, realistic capacity, and future program funding. A timeline depicting the implementation timing and sequence of the programs is included at the end of this chapter.

A critical consideration for implementation is the availability of water supply to serve new residential development, as detailed in Appendix C, Housing Constraints. Accordingly, the implementation timing for programs in this Action Plan has been synchronized with the anticipated availability of adequate water supply.

## Goal 1

**Increase housing supply and facilitate production of at least 3,654 new homes by 2031.**

- Policy 1.1** Maintain sufficient land designated and appropriately zoned for housing to achieve a complementary mix of single-family and multi-family development to accommodate RHNA allocations at all levels throughout the planning period.
- Policy 1.2** Promote infill development in adopted Specific Plan areas where high density residential development can be accommodated in proximity to employment, shopping, transit, recreation, and other services.
- Policy 1.3** Recognizing that infill development alone will not be sufficient to meet the City's RHNA obligations, plan holistically to integrate new housing in context sensitive ways on larger vacant properties in the southeast of Monterey to take advantage of opportunities where they exist.

**Policy 1.4** Incentivize and facilitate housing development on properties owned by schools, churches, synagogues, mosques, and businesses so that interested property owners can build housing to help meet the needs of the local workforce.

**Policy 1.5** Promote development of a variety of housing types, sizes, and densities that meet community needs based on the suitability of the land, including the availability of infrastructure, the provision of adequate services, and recognition of environmental constraints.

**Policy 1.6** Continue to partner with and support non-profit and for-profit organizations in their efforts to construct, acquire, and improve housing to accommodate households with lower and moderate incomes.

**Policy 1.7** Provide opportunities and facilitate innovative housing approaches in financing, design, construction, and types of housing to increase the variety and supply of lower and moderate-income housing.





## Programs

**Program 1-A Inventory of Available Sites.** Maintain and publish an inventory of properties available for residential development on the City's website, updating it at regular intervals.

**Responsibility:** Community Development Department

**Timeframe:** Publish inventory by April 2024; updates to be made quarterly throughout the planning period

**Objective:** 3,654 new housing units, consistent with RHNA obligations

**Funding:** General Fund

**Program 1-B Multi-Family Residential Overlay Amendments.** The City has established a Multifamily Residential (MF) Overlay District, set forth in City Code section 38-99.4 et seq., applicable to properties along Garden Road that permits the conversion of existing commercial and office buildings to housing or the development of new housing at up to 30 du/ac. Garden Road has attracted significant developer interest in recent years and to further facilitate housing development in this area, the City will amend the MF Overlay to (a) increase the maximum permitted density from 30 to 50 du/ac; (b) remove the requirement for covered parking spaces where they can be adequately screened from view; and (c) consider establishing a minimum density for the area when adequate water supply becomes available.

**Responsibility:** Community Development Department

**Timeframe:** Adopt amendments by end of Q3 2024

**Objective:** Facilitate development of 365 new housing units by Q4 2031

**Funding:** General fund

**Program 1-C Specific Plan Updates.** The City has adopted specific plans with the intention of integrating new high density housing into three key commercial areas with good access to employment, shopping, transit, recreation, and other services: Downtown, North Fremont, and Lighthouse Avenue. Buildout of the specific plans will primarily involve infill development, and recognizing the associated challenges, the specific plans incorporate strategies to assist with the financial feasibility of high density infill housing development, including reduced parking requirements and provisions for permitting density above 30 du/ac. As described in Chapter 3, there are additional opportunities to facilitate and incentivize development in the specific plan areas, including increasing permitted building heights to five stories in the Alvarado District (Downtown Specific Plan); increasing permitted density to 45 du/ac on all properties fronting Fremont Street (North Fremont Specific Plan); permitting 100 percent residential projects fronting Lighthouse Avenue (Lighthouse Avenue Specific Plan); offering municipal shared parking agreements to projects that propose a minimum number of new housing units in proximity to a City-owned parking

lot or structure (Downtown and Lighthouse Avenue Specific Plans); and incorporating additional incentives for consolidation of adjacent, small lots (Downtown, North Fremont, and Lighthouse Avenue Specific Plans). The City will establish a schedule for updating these specific plans, coordinated with implementation of Program 3-C. Updates will be undertaken sequentially with the goal of updating each specific plan within 18 months of initiation and completing all three updates by the end of Q2 2029.

**Responsibility:** Community Development Department

**Timeframe:** (a) Detailed scope of work and schedule by end of Q2 2024; (b) complete update of first plan and adopt by end of Q4 2025; (c) complete update of all three plans and adopt by end of Q2 2029

**Objective:** Facilitate development of 1,081 new housing units by Q4 2031, including 526 units affordable to lower income households

**Funding:** General fund and grant funding



**Program 1-D Permit Streamlining Pilot Project.** The Monterey Peninsula faces an acute shortage of housing that undermines the local economy and the social fabric of its communities. Lack of an adequate water supply is the primary constraint on new housing development; however, the development approval and permitting process in Monterey can add complexity, uncertainty, and cost for housing projects. Therefore, to fast-track infill housing development in core areas of the city identified for high density housing when adequate water supply becomes available, the City will adopt an ordinance modeled after the Resilient City Development Measures enacted by the City of Santa Rosa following the Tubbs and Nuns fires of October 2017. The ordinance will:

- Allow housing projects by-right in portions of the Downtown and Pacific/Munras/Cass areas with concentrations of housing opportunity sites (see Map 4-1);
- Delegate design review (subject to objective standards enacted pursuant to Program 3-C) to the City staff with the exception of properties in the National Landmark Historic District;
- Establish expedited permitting procedures to reduce the time required for review and approval of planning, engineering, and building permits;
- Remain in force for a period of three years from the date it becomes effective, unless otherwise amended by subsequent action of the City Council.

**Responsibility:** Community Development Department

**Timeframe:** Initiate preparation of the draft ordinance in Q2 2025 and bring the draft ordinance to the City Council for consideration in Q2 2026

**Objective:** 587 new housing units

**Funding:** General Fund

**Program 1-E Education Workforce Housing Overlay.** The cost of housing on the Monterey Peninsula is a significant barrier to the recruitment and retention of teachers and school district staff. Each year the Monterey Peninsula Unified School District (MPUSD) loses approximately 20 percent of its teaching staff due to a critical housing shortage of housing in the region and the high cost of living. In 2022, the Governor signed into law AB2295, codified as Government Code section 65914.7, intended to facilitate housing development projects on property owned by a local educational agency (LEA). The law exempts LEA housing projects from the provisions of the Surplus Land Act and allows housing at densities deemed affordable to lower income households on properties wholly owned by LEAs, subject to certain conditions. To provide much needed housing for teachers, LEA employees, public agency staff, and others in the community, the City will adopt an Education Workforce Housing Overlay and associated development standards that implements AB2295 locally and permits housing development by right at up to 30 du/ac on urban infill sites owned by the MPUSD in the City of Monterey, subject to compliance with the objective standards adopted as part of the overlay.

**Responsibility:** Community Development Department

**Timeframe:** (a) conduct outreach to MPUSD by end of Q2 2024; (b) bring draft ordinance to City Council for consideration in Q1 2025

**Objective:** 100 new housing units, at least 30 percent of which would be made available to lower income households through long-term affordability agreements. Documentation from MPUSD expressing its intent to develop on these sites within the next eight years is attached as Appendix F.

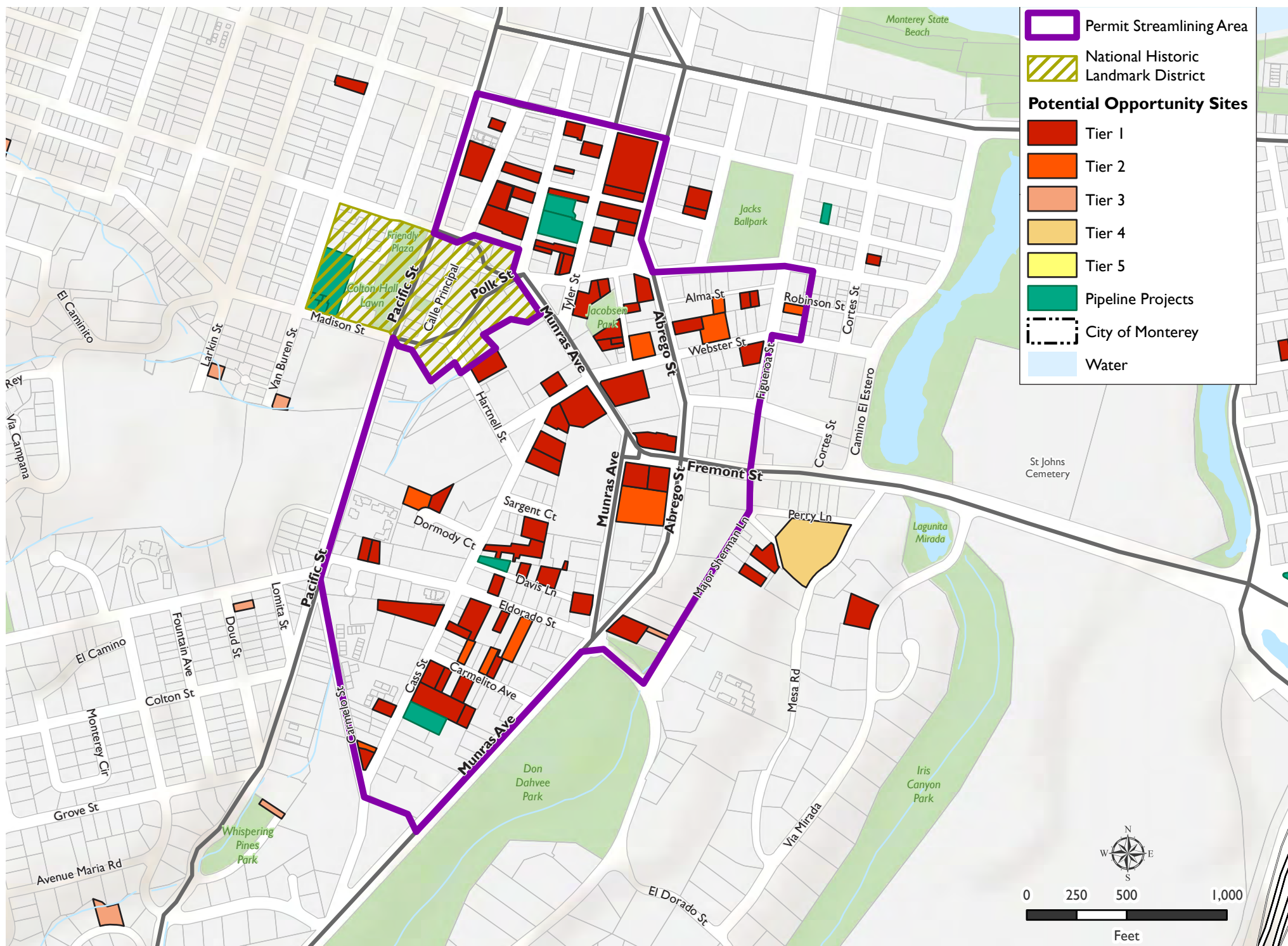
**Funding:** General Fund

**Program 1-F Congregational Overlay.** The faith-based community can play an important role in providing affordable housing in Monterey. The City has identified 12 sites owned by religious institutions with potential for redevelopment over the planning period should the owners wish to pursue that option. Current zoning for most of the properties permits housing development; however, cost and familiarity with the development process can be barriers to development even where supportive zoning is already in place. Therefore, to facilitate production of affordable housing projects on properties owned by religious institutions, the City will:

- a. Adopt a congregational overlay and associated objective development standards that permits residential development at up to 30 dwelling units per acre by-right (consistent with Government Code section 65583.2 (h) and (i)) on properties owned by religious institutions where affordable housing is proposed;
- b. Provide a program of technical assistance and development support to faith-based organizations wishing to pursue affordable housing developments on their properties. This may include the preparation of factsheets; introductions to qualified design professionals, construction contractors, property management firms, and affordable housing operators; consultations on navigating the development application process;
- c. Proactively conduct outreach to faith-based organizations in Monterey to raise awareness of programs and incentives available to them for affordable housing development. This may include mailers, phone calls, meetings, and publication of information on the City's website.



Map 4-1: Permit Streamlining Pilot Area





**Responsibility:** Community Development Department

**Timeframe:** (a) Rezoning complete within 3 years or 1 year of statutory deadline as applicable; (b) institute program of technical assistance/support in April of year following rezoning; (c) ongoing with regular reporting annually by April of each year thereafter via Annual Progress Report to HCD

**Objective:** 100 new housing units affordable to Low and Very Low Income Households on properties owned by religious facilities

**Funding:** General Fund

**Program 1-G Surplus Municipal Parking Facilities.** Two City-owned downtown parking facilities (Lot 14 parking lot on Bonifacio Pl & Adams St and the Calle Principal Garage on Calle Principal near Bonifacio Pl) have been identified as candidates for redevelopment with workforce housing to increase opportunities for hospitality and service workers, teachers,

public servants, and others who earn less than 80 percent of the area median income. Both sites are located in the Alvarado District where the Downtown Specific Plan permits residential development at up to 100 du/ac. Through this program, the City will seek to partner with a non-profit developer for the construction of workforce housing on the sites to meet the needs of lower income households in Monterey. In making these properties available for affordable housing development, the City will comply with the requirements of the Surplus Lands Act. City actions for implementation will include:

- Releasing an RFP for the sites in Q2 2024;
- Identifying partner(s) and entering into an Exclusive Negotiating Agreement (ENA) by end of Q4 2024;
- Negotiating Development and Disposition Agreement (DDA), including incentives such as a ground lease and soft costs by end of Q2 2025 so long as there is sufficient guarantee of a water supply for this site.
- Holding regular meetings with developer in order to expedite processing development application and design work with the goal of project approval by end of Q4 2026;
- Completion of construction by end of Q4 is anticipated in 2027.

**Responsibility:** Community Development Department; City Manager's Office

**Timeframe:** Actions and timing as noted above with the goal of completing construction by the end of Q4 2027 if water supply is available

**Objective:** 50 lower income units by 2027

**Funding:** General Fund

**Program 1-H Fort Ord/Ryan Ranch Specific Plan.** In a community survey conducted for the Housing Element that garnered over 1,050 responses, the former Fort Ord Military Base was the area of the city identified most favorably for new housing to meet current and projected need. Adjacent Ryan Ranch, home to a regional medical center and office park south of the airport, was also ranked highly as a location for new townhomes and apartments by respondents. Integrating new housing into this area would need to be done carefully and in a way that responds to the variety of preferences and concerns that community members expressed through the survey, as described in Chapter 3. Therefore, the City will prepare a specific plan to establish a clear vision for the area and to guide future development and conservation, identify infrastructure needs and financing mechanisms, and establish measures to ensure sustainable development and adequate resource protection. The overarching objective should be to foster the creation of a mixed-use village on a portion of the site to provide housing, jobs, schools, shops, services and recreation for future residents while also preserving carefully selected areas of natural open space and habitat.

**Responsibility:** Community Development Department

**Timeframe:** (a) identify funding sources and release RFP by end of 2024; (b) complete site remediation work, special status species surveys, and biological study by the end of Q3 2026; (c) bring draft specific plan to City Council for adoption in Q4 2028

**Objective:** 2,100 new housing units, including 210 homes affordable to moderate income households and 210 homes affordable to lower income households

**Funding:** General Fund and grant funding



**Program 1-I Highway 68 Area Plan Update.** MPUSD owns a vacant 50-acre parcel on relatively flat land, east of Tarpey Flats and south of Highway 68 and the Monterey Regional Airport. The Highway 68 Area Plan envisions a mix of up to 300 low and moderate income housing units on this property if MPUSD declares the property surplus, and the Plan provides policy direction and design guidelines that could serve as a starting point for planning of the site and surroundings. Through this program, the City will update the Highway 68 Area Plan to facilitate development of mixed income housing along with access and infrastructure improvements on the site. The Highway 68 Area Plan Update should identify portions the site for low-medium density housing, high density housing, and open space preservation, including creation of a parcel or parcels no greater than 10-acres in size for development at densities deemed appropriate to accommodate housing for lower income households; incorporate regulatory or process incentives to facilitate on-site provision of housing for households with limited financial resources; establish a basis for the City and MPUSD to jointly pursue an Enhanced Infrastructure Financing District (EIFD) to help fund the cost of infrastructure to support development of the site.

**Responsibility:** Community Development Department

**Timeframe:** (a) identify funding sources and release RFP by end of 2026; (b) bring draft specific plan to City Council for adoption in Q3 2031

**Objective:** 640 new housing units, including 145 homes affordable to moderate income households and 145 homes affordable to lower income households

**Funding:** General Fund and grant funding

**Program 1-J SB 9 Housing Ordinance.** SB 9 allows division of lots in single-family residential districts to facilitate the development of smaller scale housing that may be more affordable in existing neighborhoods. The new requirements, which are codified in Government Code sections 65852.21.21 and 66411.7, require ministerial approval of a housing development with no more than two primary units in a single-family zone or subdivision of a parcel in a single-family zone into two parcels subject to compliance with objective development standards and requirements in the State law. This program commits the city to enacting regulations to comply with SB 9 and to promote and facilitate SB9 housing as appropriate in Monterey.

**Responsibility:** Community Development Department

**Timeframe:** As part of an omnibus Code clean up effort, prepare revisions to Zoning Code to comply with State law and bring to City Council for adoption by end of 2024

**Objective:** Comply with State law

**Funding:** General fund (staff time)



## Goal 2

**Remove or reduce barriers to housing production in Monterey and address the regulatory, process, and market factors that limit and adversely affect affordability.**

- Policy 2.1** Review and revise use permit and design review thresholds including expanding number and type of housing projects allowed by-right.
- 
- Policy 2.2** Increase flexibility in development standards including building heights, parking, and other requirements.
- 
- Policy 2.3** Develop zoning standards to encourage smaller multi-unit housing types including fourplexes, townhouses, and rowhouses.
- 
- Policy 2.4** Reduce constraints to the development of Accessory Dwelling Units.
- 
- Policy 2.5** Ensure that City fees are equitable and reflect reasonable cost of reviewing projects.
- 
- Policy 2.6** Remove obstacles to the development of Single Room Occupancy housing and other affordable options available to individuals and households who are unsheltered and those transitioning from homelessness.
- 

## Programs

**Program 2-A By-Right Rezoning Sites from Prior Inventories.** A number of the non-vacant commercial sites identified on the housing sites inventory were included on two prior Housing Element inventories and identified to accommodate lower income RHNA units (see Map 4-2). As these sites are also anticipated to accommodate lower income RHNA during the 2023-31 planning period, the City will create a zoning provision to allow developments by-right pursuant to Government Code section 65583.2(i) when 20 percent or more of the units are affordable to lower income households.

**Responsibility:** Community Development Department

**Timeframe:** Complete rezoning by end of Q4 2024

**Objective:** Support meeting RHNA obligations, including development of 1,177 units affordable to very low income households and 769 affordable to low income households over the planning period

**Funding:** General Fund

**Program 2-B Permit Thresholds for Multi-Family Projects.** The Zoning Code requires a use permit for multi-family projects with four or more units in R-2, R-3, C-1, C-2, C-3, CO, and CR Districts and for mixed-use projects including residential units in the districts where the Code allows them. As noted below, the same requirements apply to supportive and transitional housing with four or more units. In most cases, these projects also require design review. These requirements are a constraint to development of small multi-family projects including those with 5,000 square feet of floor area or less on sites where a

non-residential build of the same size would be permitted by-right. As part of the process of bringing its zoning into compliance with the General Plan and Housing Element, the City will review its permit thresholds and identify revisions to eliminate disparate treatment of residential projects.

**Responsibility:** Community Development Department

**Timeframe:** Detailed scope of work and schedule by mid-2024

**Objective:** Comply with State law requiring that decisions on residential projects be based on objective design standards.

**Funding:** General fund (staff time)

**Program 2-C ARC Review.** The City will revise the Code to state that the Architectural Review Committee (DRC) will review residential projects for compliance with objective development and construction requirements rather than subjective design guidelines. ARC review needs to focus on development features that may conflict with construction standards such as public safety access and the California Building Code, Title 24, requirements for disability access.

**Responsibility:** Community Development Department

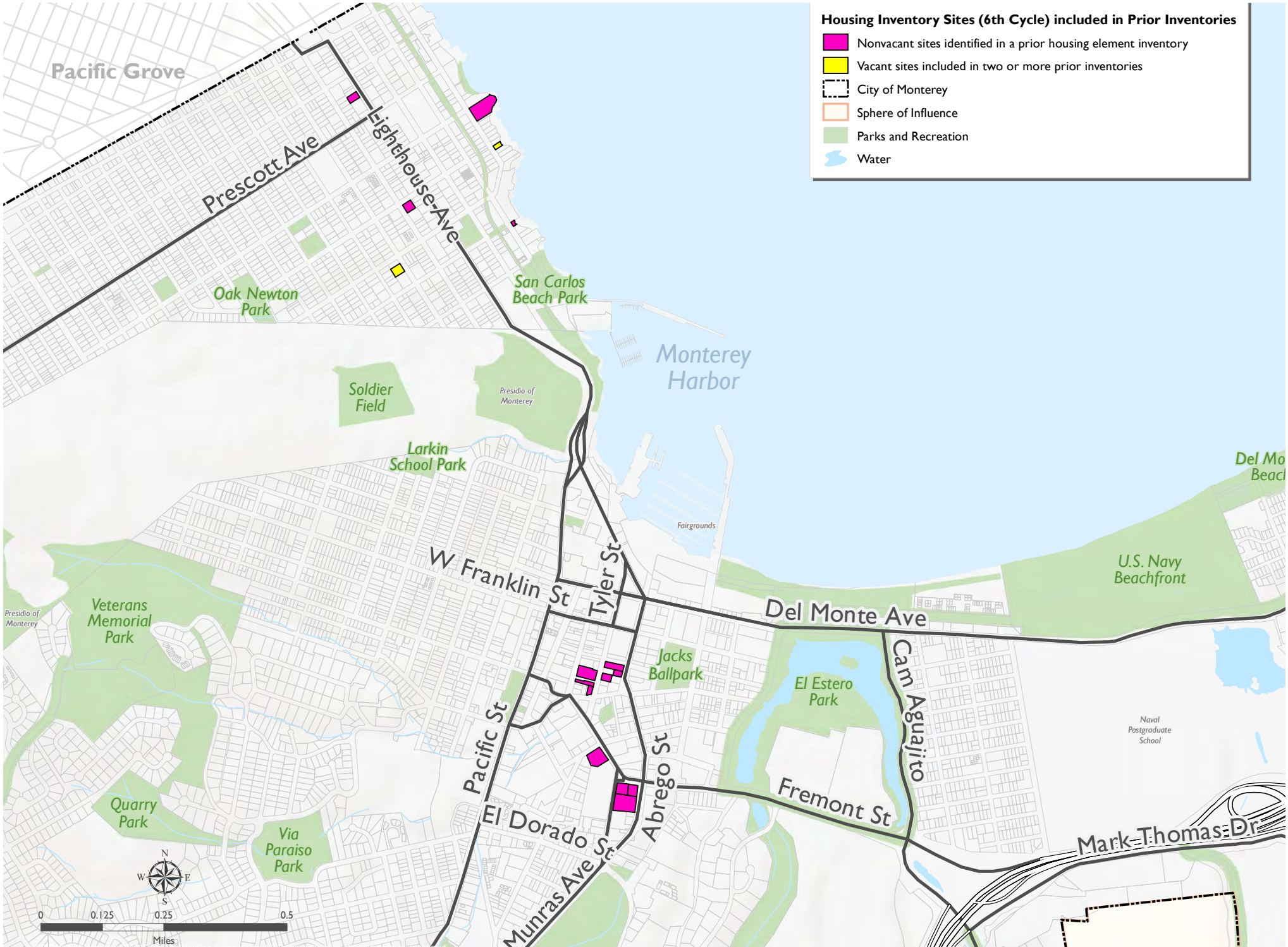
**Timeframe:** End of Q1 2025

**Objective:** Comply with State law requiring that decisions on residential projects be based on objective design standards

**Funding:** General fund (staff time)



Map 4-2: By-Right Rezoning Sites from Prior Inventories



**Program 2-D Revise Adopted Plans with Objective Standards.** The City has revised several of the specific plans covering areas within and near the downtown area to include modified parking requirements for residential projects and make other changes identified as constraints to housing development, but these plans also include policies, standards and guidelines that use imprecise terms that rely on subjective judgment. The City will establish a schedule for review and revision of all adopted plans, including specific and neighborhood plans, to ensure that they comply with applicable State requirements. In addition to establishing objective policies and standards, pursuant to State law, Specific Plans must be consistent with the General Plan. (California Government Code section 65454).

**Responsibility:** Community Development Department

**Timeframe:** (a) detailed scope of work and schedule by end of Q3 2024; (b) target adoption by end of Q2 2029

**Objective:** Comply with State law requiring that decisions on residential projects be based on objective design standards

**Funding:** General fund (staff time)



**Program 2-E Revise Parking Requirements.** Amendments to State law enacted in 2023 (AB 2097), amending Government Code section 65585 and adding Government Code section 65863.2, generally prohibit public agencies from imposing minimum parking requirements within a half-mile of public transit. The City will need to revise parking requirements to reduce the minimum requirements to one space per unit for all units located within one half mile of public transit. In addition, the City should reduce the base parking requirements for mixed-use sites so that they reflect the maximum demand for parking at any one time, rather than the sum of the requirements for all individual uses. The City will revise the Zoning Code to ensure its parking requirements conform to the requirements applicable to areas within a half-mile of public transit and will also initiate an evaluation of all parking requirements for residential uses to identify regulations that applicants identify as a constraint to affordable housing development and propose revisions to the Code.

**Responsibility:** Community Development Department

**Timeframe:** (a) As part of an omnibus Code clean up effort, adopt revisions Zoning Code to comply with changes to State law and bring to City Council for adoption by end of 2023; (b) detailed scope of work and schedule for parking study by end of 2023

**Objective:** Comply with State law requiring reduced parking within a half mile of transit and undertake study as a basis for additional revisions to parking requirements

**Funding:** General fund (staff time)

**Program 2-F Update Density Bonus Ordinance.** New State laws pertaining to density bonuses were enacted in 2023: AB 2334, which amended Government Code section 65915, makes important changes to the Density Bonus Law to define development capacity; and AB 1551, set forth in Government Code section 65915.7, reinstates the ability to seek State Density Bonus Law benefits for commercial projects. Additional bonuses (including up to 80 percent for completely affordable projects) are now available. This program commits the City to updating its density bonus ordinance to incorporate the new requirements.

**Responsibility:** Community Development Department

**Timeframe:** As part of an omnibus Code clean up effort, prepare revisions to Zoning Code to comply with State law and bring to City Council for adoption by end of 2024

**Objective:** Comply with State law

**Funding:** General fund (staff time)





**Program 2-G Prepare Local Coastal Program (LCP).** Because Monterey has not yet adopted a Local Coastal Program (LCP) and implementation plan for certification by the State Coastal Commission, new housing in the coastal zone requires Coastal Commission review and approval of a Coastal Development Permit for most new development with possible exception of individual single-family development. The City will prepare an LCP for Coastal Commission that meets all applicable requirements at the same time it prepares a hearing on the draft of Zoning Code update so it can be submitted to Coastal Commission for review and approval immediately following City Council action on the Zoning Code update.

**Responsibility:** Community Development Department

**Timeframe:** Adoption by end of Q4 2024

**Objective:** Comply with State law requiring that decisions on residential projects be based on objective design standards

**Funding:** General fund (staff time)

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**Program 2-H Expand Online Transparency.** Government Code section 65940.1 requires cities and counties to provide transparency in publicizing land use controls and fees. The Planning Office website provides links to a variety of resources as well as links to downloadable versions of Land Use Plans, Regulations, and Studies. The City must also continue to ensure that the on-line version of the City Code is regularly updated and that revisions to review procedures are available on-line as well as in handouts at the Planning counter. This program commits the City to ensuring these requirements are met and to addressing the recently enacted regulations in Government Code section 65913.3 requiring cities to compile lists specifying information applicants must provide to obtain post-entitlement phase permits. These requirements

are effective at the end of 2023 but the City may be eligible for an extension.

**Responsibility:** Community Development Department

**Timeframe:** Comply with State requirements or obtain an exemption by the end of 2023

**Objective:** Comply with State requirements

**Funding:** General fund (staff time)

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**Program 2-I Inclusionary Zoning.** Chapter 8 of the City Code establishes a requirement that a minimum of 20 percent of the units in any project with more than six new housing units be made permanently affordable to moderate- and low-income households for the life of the project. The inclusionary requirements are an important mechanism for increasing the total stock of affordable homes in the community over time. As a matter of practice, projects subject to the City's inclusionary requirement typically comply by making 10 percent of the proposed units available to moderate income households and 10 percent available to low income households. Through this program, the City will amend the Code to codify this as a requirement.

**Responsibility:** Community Development Department

**Timeframe:** Adopt amendments by the end of Q4 2024 as part of an omnibus Code clean up effort

**Objective:** Facilitate development of below market rate units, including 1,946 lower income units and 462 moderate income units

**Funding:** General fund (staff time)

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**Program 2-J Water Distribution Policy.** As detailed in Appendix C, Housing Constraints, the State Water Resources Control Board has put in place a Cease-and-Desist Order that effectively prohibits new water hookups or increased water use in Monterey. Consequently, the City cannot approve housing projects that would result a net increase in water consumption until the water supplier, the California American Water Company, has terminated illegal diversions from the Carmel River and a new water supply is in operation. Additional water supply is anticipated to become available starting in 2025 if the California Public Utilities Commission authorizes Cal-Am to enter into a water purchase agreement for the Pure Water Monterey expansion project, with supply to the City of Monterey increasing incrementally as new sources come online. Additional water sources are being explored for feasibility and are also anticipated to increase the overall water supply for the City. Therefore, the City will develop a methodology for allocating water credits and additional supply that prioritizes affordable housing projects. The methodology will consider the overall size of the project, the number of affordable units proposed, and the level of affordability proposed.

**Responsibility:** Community Development Department

**Timeframe:** Adopt a Water Distribution Policy by the end of Q4 2024

**Objective:** Support development of 1,946 lower income units by Q4 2031

**Funding:** General fund (staff time)

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**Program 2-K Addressing Water Supply Constraints.**

The primary constraint to development on the Monterey Peninsula is water supply. While new sources of water supply are anticipated to become available during the planning period, the City does not currently have access to sufficient water to support development of its full RHNA allocation. Therefore, the City will continue to work with other jurisdictions and agencies to augment the existing water supply with the following actions:

- Support efforts by the Monterey Peninsula Water Management District (MPWMD) and the California American Water Company (Cal-AM) to expand the water supply, including the Sand City desalination plant, Pebble Beach water recycling facility, and new lawful rights in the Carmel River;
- Continue to work with MPWMD and Cal-AM to develop water conservation methods (e.g., low flow fixtures, instant hot water heaters, cisterns/rain gardens) to augment water for new development projects;
- Upon adoption of the Housing Element, provide a copy of the Element to MPWMD and Cal-AM to facilitate prioritization of adequate supply for affordable housing projects, in compliance with AB 1087.

**Responsibility:** Community Development Department

**Timeframe:** (a) coordinate regularly with water providers starting Q1 2024; (b) send adopted Housing Element to MPWMD and Cal-Am by end of Q1 2024

**Objective:** Support development of 3,654 new homes by Q4 2031

**Funding:** General fund (staff time)

**Goal 3**

**Provide for fair and equal housing opportunities for all persons, regardless of protected characteristics such as age, sex, family status, race, creed, color, or national origin, etc.**

- Policy 3.1** Enforce fair housing laws and address discrimination in the building, financing, selling, or renting of housing based on protected characteristics such as race, religion, family status, national origin, disability, color, sex, gender, gender expression, sexual orientation, or other protected class.
- 
- Policy 3.2** Work collaboratively with local non-profit, public, and private sector partners to raise awareness and achieve implementation of fair housing practices.
- 
- Policy 3.3** Promote a wider variety of housing types in High Resource areas of Monterey.
- 
- Policy 3.4** Expand housing choices for special needs groups throughout Monterey to better accommodate the varied housing needs of current and future residents.
- 
- Policy 3.5** Ensure that the City's regulations, policies, practices, and procedures provide equal access to housing for all persons.
- 

**Programs**

**Program 3-A Legal Services and Fair Housing Education.** Continue to contract with a fair housing counseling group in providing legal services (mediation and the processing of fair housing complaints) and fair housing education, both of which can assist in the prevention of discrimination against such households. Each year, the City's fair housing counseling group uncovers and helps to resolve cases of housing discrimination, including cases of housing discrimination based on protected characteristics such as race, color, national origin, religion, sex, familial status, and disability. Additional specific actions will include:

- Making information detailing fair housing practices available at City Hall and on the City's website;
- Partnering with a fair housing counseling group to conduct workshops and seminars about landlord and tenant responsibilities and rights.

**Responsibility:** Community Development Department

**Timeframe:** Beginning in Q1 2024, (a) provide funding annually to a fair housing counseling group to; (b) publish information on City website and update annually as appropriate; (c) conduct workshops or seminars annually.

**Objective:** Provide fair housing support services for 75 persons annually during each year of the planning period

**Funding:** CDBG funds



**Program 3-B Housing for ELI Households and Persons with Special Needs.** Recognizing that local funding capacity for affordable housing has been severely diminished by the dissolution of redevelopment agencies, the City will continue to facilitate production of affordable housing, including units targeted to extremely low income (ELI) households and persons with special needs (elderly, disabled/developmentally disabled, large households, female-headed households, the unhoused, and farmworkers), through the following efforts:

- Provide administrative assistance upon request to developers seeking available State and federal funding and/or tax credits for the construction of low- and moderate-income housing;
- Facilitate projects that incorporate affordable units, including units targeted to ELI households and persons with special needs, by granting modifications to development standards, expediting the review process, and/or providing financial incentives consistent with City regulations and State law;

**Responsibility:** Community Development Department

**Timeframe:** Beginning in Q1 2024

**Objective:** 25 units for ELI households and persons with special needs during the planning period

**Funding:** CDBG funds

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**Program 3-C Local Density Bonus.** Enact a local density bonus program that offers additional density over the maximum base permitted in the Monterey City Code as an incentive for projects that consolidate small, adjacent lots and/or develop 2- and 3-bedroom units. The local density bonus program would complement additional density available to qualifying projects under State Density Bonus law with the objective of addressing particular local constraints and needs. The prevalence of parcels less than 0.5 acres in size in centrally located parts of the city is a constraint on infill development and the city has a relatively high rate of overcrowding, due in part to the fact that a disproportionate share of large households live in poverty.

**Responsibility:** Community Development Department

**Timeframe:** Adopt local density bonus provisions by Q2 2025

**Objective:** Facilitate development of 300 units affordable to lower income households and 75 rental units with two or three bedrooms over the planning period

**Funding:** General Fund

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**Program 3-D Family-Sized Rental Units.** Prioritize resources such as HOME Investment Partnerships Program (HOME) funds, California Housing Finance Agency single-family and multiple-family programs, HUD Section 208/811 loans for the development of rental projects that provide units with two or three bedrooms.

**Responsibility:** Community Development Department

**Timeframe:** Beginning in Q1 2024

**Objective:** Promote the development of 20 rental units with two or three bedrooms over the planning period

**Funding:** CHFA funds; HUD loans; HOPE funds; HOME funds

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**Program 3-E Home Sharing and Tenant Matching.** Home-sharing and tenant matching programs pair existing homeowners with renters in need of space, and may also offer supportive services such as background checks, applicant interviews/screening, and facilitation of living together agreements. These programs make efficient use of existing housing stock and provide affordable rental rates without the need for new construction. Home sharing can be a particularly effective tool to support independent living for seniors and disabled residents while also increasing local housing opportunities for students and lower income earners who work in Monterey County. There are currently no home-sharing/tenant matching programs operating on the Monterey Peninsula; however, United Way is studying the feasibility of expanding its 211 service to include such a program. Through this program, the City will support United Way in this initiative, promoting participation by local homeowners by providing information via the website, City newsletters, and public contact events, referring interested parties to United Way of Monterey County.

**Responsibility:** Community Development Department

**Timeframe:** Beginning in Q1 2024, (a) publish information on City website and update annually as appropriate; (b) publicize the program in City newsletters annually; (c) conduct public outreach annually

**Objective:** 100 home sharing matches over the planning period, with geographic targeting to homeowners in High Resource neighborhoods

**Funding:** General Fund and partnership with nonprofit

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**Program 3-F Affirmative Marketing of Affordable Housing Opportunities.**

Western and central areas of Monterey are designated High or Highest Resource areas by the California Tax Credit Allocation Committee (CTCAC), which facilitates the investment of private capital into the development of affordable rental housing for low-income Californians. In order to increase access to High/Highest Resource areas for Low, Very Low, and Extremely Low income households and special needs populations (including older adults, the disabled (including developmentally disabled), large households, female-headed households, people experiencing homelessness, and farmworkers), the City will encourage and facilitate affordable housing development in Monterey by:

- Preparing information on available sites and potential opportunities for affordable housing in Monterey, updating and distributing it annually to affordable housing developers;
- Conducting targeted outreach to housing developers with experience in development projects that include units affordable to extremely low income households and households with special needs;
- Continuing to provide technical assistance to housing developers to assist with the development application process;
- Annually exploring various sources (e.g., HCD and HUD) for funding opportunities, including those available for housing for extremely low income and special needs households; and
- Supporting applications for affordable housing funds for projects or programs that are consistent with the goals and objectives of the Housing Element.

**Responsibility:** Community Development Department

**Timeframe:** (a) Prepare materials by Q2 2024; (b) prepare list of experienced developers and contact them by end of Q3 2024; (c) conduct outreach in Q1 2025 and annually thereafter.

**Objective:** Facilitate development of 1,177 units affordable to very low income households and 769 affordable to low income households over the planning period.

**Funding:** General Fund

**Program 3-G Zoning Incentives for Deed Restricted ADUs/JADUs.**

ADUs and JADUs can be an important source of affordable housing to help meet the needs of lower income seniors and people who work in Monterey. The City will amend the Zoning Code to incentivize the development of ADUs and JADUs made available to households earning less than 80 percent of the Monterey County annual median income through a binding commitment to rent-restrict. Incentives may include:

- Increasing the maximum allowable lot coverage permitted by-right to 50 percent;
- Increasing the maximum allowable FAR permitted by-right to 50 percent;
- Allowing two detached or attached ADUs on lots over 8,000 square feet in size where slope does not exceed 25 percent and where trees removed are replace at a ratio of 3:1.

**Responsibility:** Community Development

**Timeframe:** Update Zoning Code to enact incentives by end of Q1 2026

**Objective:** Construction of 10 new ADUs/JADUs affordable to lower income house-

holds annually over the planning period, with geographic targeting to homeowners in high resource neighborhoods

**Funding:** General Fund (staff time)





## Goal 4

### Take action to prevent homelessness and address the needs of unhoused people.

- Policy 4.1 Preservation and Rehabilitation.** Continue to prioritize funding for the acquisition, rehabilitation, and preservation of affordable housing stock in the community and funding to assist low-income homeowners with home repair, rehabilitation, and accessibility improvements that keep people in their homes.
- Policy 4.2 Prevention Resources.** Connect those most at risk of becoming unhoused to programs and services that will help prevent them from losing their homes.
- Policy 4.3 Housing First.** Focus on “housing first” as a way of transitioning those who are unhoused to permanent housing.
- Policy 4.4 Continuum of Housing.** Increase access to a continuum of housing, including emergency shelters, transitional housing, and supportive housing, to bridge the gap from homelessness to permanent housing by offering structure, supervision, support, and life skills training.
- Policy 4.5 Continuous Improvement.** Monitor the effectiveness of existing programs through the Consolidated Annual Performance and Evaluation Report (CAPER) process and explore opportunities for additional homelessness prevention, response, and services.
- Policy 4.6 Collaborative Approach.** Continue to cooperate and coordinate with other jurisdictions and public service organizations to address the needs of the unhoused in the community.

## Programs

- Program 4-A Multi-Disciplinary Outreach Team (MDOT).** The Monterey Police Department’s (MPD) MDOT works side-by-side with various governmental and non-governmental organizations to offer, provide, and find solutions for those who are unhoused. In 2023, the MPD MDOT team will expand its capacity to serve the unhoused with the recent City Council approval of a “Homeless Navigator position” to be added to the MPD MDOT team during the FY23-24 budget. MPD will also open an Outreach and Navigation Center at the Old French Consulate building adjacent to Lake El Estero in a waterfront location to better serve the public and the unhoused. In the most recent “point-in-time” homeless count, there was a 50 percent decrease in the number of homelessness in the City between 2019 and 2022, the largest decrease of any community in Monterey County. Through this program, the City will:
- Provide workstations at the Monterey Police Department for service provider staff to facilitate solutions for the unhoused and collaboration with MPD officers;
  - Connect unhoused people with domestic violence workers, social workers, women’s services, adult protective services, mental health and drug treatment programs, veterans programs, long-term housing solutions; and other relevant services;
  - Abate illegal encampments to prevent beach erosion, public health problems, environmental damage, nuisance conditions, and fire hazards; and
  - Publish information about these collaborative efforts via the City website.

**Responsibility:** Monterey Police Department; local service providers

**Timeframe:** Ongoing with community reports throughout the planning period and annual reports through the CAPER process

**Objective:** To continue to address and find resolution for the unhoused over the planning period

**Funding:** General Fund

- Program 4-B Rental Assistance Pilot Program.** Rental assistance is an effective way to prevent homelessness and improve housing security. Nearly half of all households in the City of Monterey are considered cost burdened, meaning they devote more than 30 percent of their annual income to housing costs and are at high risk of becoming homeless. Large families and low-income seniors are disproportionately affected by severe cost burden. While the Housing Authority of the County of Monterey (HACM) provides rental assistance through the federal Housing Choice Voucher (Section 8) Program, the program is fully subscribed and there are an additional 1,500 households on the voucher waiting list. To help address the urgent need, the City will establish a rental assistance program that provides lower income renter households with recurring rental assistance at a fixed rate (known as a shallow subsidy) to help improve housing stability and prevent displacement. The City has \$250,000 in the General Fund to support this initiative.

**Responsibility:** City Manager

**Timeframe:** Beginning Q1 2024

**Objective:** Provide shallow subsidies to 20 lower income households per year throughout the planning period

**Funding:** General Fund

**Program 4-C Housing Rehabilitation Program.** The City administers and manages a Housing Rehabilitation Program which encompasses a variety of home repair grants and loans intended to improve the condition of substandard owner-occupied single-family homes, with special emphasis placed on the remediation of health and safety housing issues. The program coordinator works closely with participating homeowners, helping to select a contractor, supervising construction along with the contractor, and inspecting all work completed - all at no cost to the homeowner. The City will continue to implement this program to help low income senior homeowners remain in their homes.

**Responsibility:** Housing Office

**Timeframe:** Beginning Q1 2024 with annual reporting the CAPER process

**Objective:** Repairs to 25 lower income homes

**Funding:** CDBG



**Program 4-D Expand Residential Uses to include Residential Care Facilities and Homeless Shelters.** The Monterey Zoning Code classifies licensed residential care facilities providing 24-hour-a-day care to six or fewer persons with non-medical conditions as a residential use. Residential care facilities, limited, are permitted in all residential districts (R-E, R-1, R-2, and R-3). In contrast, State-licensed residential care facilities providing 24-hour-a-day care to seven or more persons with non-medical conditions, are categorized as a type of public/semipublic facility. This classification also includes homeless shelters. Residential care facilities, general, require a conditional use permit in all residential districts (R-E, R-1, R-2, and R-3). This program proposes revising the Zoning Ordinance to classify all licensed residential care facilities as a residential use that is permitted by-right or, in the case of facilities that exceed a specific threshold, by approval of the Director in districts where residential uses are allowed. Facilities will be subject to objective standards, such as providing employee parking, to ensure the facilities are a good fit in the areas where they are established.

**Responsibility:** Community Development Department

**Timeframe:** As part of an omnibus Code clean up effort, prepare revisions to Zoning Code to comply with State law and bring to City Council for adoption by end of 2024

**Objective:** Compliance with State law

**Funding:** General fund and staff time.

**Program 4-E Eliminate Use Permit Requirements for Supportive and Transitional Housing.** The Monterey Zoning Code includes definitions for supportive and transitional housing that distinguish these housing types based on the length of tenure. The definition for supportive housing states that this housing is occupied by a target population and is linked to on-site or off-site services. The definition of transitional housing is identical to the one in Government Code section 65582 of the Housing Element law that buildings are configured as rental housing developments but makes no reference to the provision of services. The City requires a use permit for supportive and transitional housing with four or more units, although residents of supportive housing facilities may live in a single unit and both types of facilities may be operated as group housing. Program 2-B, which will eliminate the disparate treatment of residential and non-residential projects with comparable development characteristics, will help to eliminate this obstacle. The Code should also be revised to clarify that the conversion of an existing multi-family housing development to accommodate supportive or transitional housing does not require a new use permit.

**Responsibility:** Community Development Department

**Timeframe:** As part of an omnibus Code clean up effort, prepare revisions to Zoning Code to comply with State law and bring to City Council for adoption by end of 2024

**Objective:** Comply with State law requiring that decisions on residential projects be based on objective standards

**Funding:** General fund (staff time)



**Program 4-F Allow Low Barrier Navigation Centers in Mixed-Use and Nonresidential Districts.**

In 2015, Monterey established the Safe Parking Program (City Code section 38-126), which allows the use of existing parking lots on a temporary basis to provide individuals and families living in vehicles with a safe place to park overnight while working towards a transition to permanent housing. Actions the city needs to take in response to the needs of the unhoused include revising the Zoning Code to comply with Government Code Section 65662 to allow a Low Barrier Navigation Center (LBNC) permitted by-right in mixed-use districts and nonresidential zones that permit multi-family development. A LBNC is defined as a “housing-first, low-barrier, temporary, services-enriched shelter focused on helping homeless individuals and families to quickly obtain permanent housing.” This program also commits the city to amend the definition of “emergency shelters,” as required by Government Code section 65583(a)(4), and to ensure that zones where shelters are allowed as a permitted use are located near amenities and services that serve homeless individuals.

**Responsibility:** Community Development Department

**Timeframe:** As part of an omnibus Code clean up effort, prepare revisions to Zoning Code to comply with State law and bring to City Council for adoption by end of 2024

**Objective:** Compliance with State law

**Funding:** General fund and staff time

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**Program 4-G Recognize Single-Room Occupancy (SRO) Units as a Housing Type.**

A single room occupancy unit provides living and sleeping space for the exclusive use of the occupant but requires that the occupant share sanitary and/or food preparation facilities with others. These spaces are also known as co-living spaces or micro-apartments. Monterey’s current regulations do not recognize Single-Room Occupancy (SRO) units as a type of housing. The Lighthouse Area Specific Plan includes a definition for Single Room Occupancy (SRO) facilities but does not specify what type of approval Monterey requires for this land use. The Housing Action Plan (Chapter 4) commits the city to revising the Zoning Ordinance and other related City regulations to recognize that SRO units, even if rented for less than 30 days, are housing. SRO units should, at a minimum, be permitted in some commercial and higher density residential.

**Responsibility:** Community Development Department

**Timeframe:** As part of an omnibus Code clean up effort, prepare revisions to Zoning Code to comply with State law and bring to City Council for adoption by end of 2024

**Objective:** Facilitate the development of an alternative type of housing that can accommodate low- and very low-income households transitioning from or avoiding homelessness

**Funding:** General fund (staff time)

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## Goal 5

**Continue to promote sustainability and energy efficiency in residential development to lower energy use through energy-efficient urban design and through better design and construction in individual projects.**

**Policy 5.1** Promote energy conservation programs and incentives, including those offered by Central Coast Community Energy.

**Policy 5.2** Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.

**Policy 5.3** Encourage the use of building placement, design, and construction techniques that promote energy conservation, including green building practices, the use of recycled materials, and the recycling of construction and demolition debris.

## Programs

**Program 5-A Energy Efficient Design.** Promote the use of solar energy and other environmentally sound, energy efficient methods for heating and cooling homes, consistent with adopted building, mechanical and plumbing codes. Provide information through the website and newsletters to residents, highlighting the availability of financial incentives available through federal, State, and local government programs such as those offered by Central Coast Community Energy.

**Responsibility:** Community Development Department; Building and Safety Division

**Timeframe:** 2023-2031

**Objective:** Promote energy efficiency

**Funding:** General Fund

**Program 5-B Green Building Incentives.** Evaluate the feasibility of offering incentives for residential and mixed-use projects built to green building standards that exceed the requirements of Title 24 California Code of Regulations, Part 11 (CalGreen). Incentives may include density/intensity bonus, fee waivers, or expedited processing. Harmonize incentives with those provided for high density multifamily projects in the Specific Plan areas.

**Responsibility:** Community Development Department; Public Works Department

**Timeframe:** 2023-2031

**Objective:** Promote energy efficiency

**Funding:** General Fund

**Program 5-C Sustainable Design.** Encourage and facilitate environmentally sensitive construction practices by:

- Restricting the use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons in mechanical equipment and building materials;
- Promoting the use of products that are durable and allow efficient end-of-life disposal (recyclable);
- Requiring large project applicants to submit a construction waste management plan for City approval;
- Promoting the use of locally or regionally available materials; and

- Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.

**Responsibility:** Community Development Department; Sustainability Division

**Timeframe:** 2023-2031

**Objective:** Promote energy efficiency

**Funding:** General Fund

## Goal 6

**Monitor the effectiveness of housing programs to ensure that they respond to housing needs.**

**Policy 6.1** Ensure that the City is meeting State requirements as well as the housing needs of current and future residents by developing and carrying out procedures for tracking progress toward achieving adopted housing goals and objectives.

**Policy 6.2** Work with community groups, other jurisdictions and agencies, non-profit housing sponsors and the building and real estate industry when implementing Housing Element programs.

**Policy 6.3** Provide outreach and information to the community on the availability of programs to address individual housing needs, and will actively involve the community through information, outreach, and review.



## Programs

### Program 6-A Adequate Sites Available to Meet RHNA.

To ensure adequate sites remain available for residential development to accommodate the City's Regional Housing Need Allocation (RHNA) for all income categories, the City shall annually review its Available Land Inventory to ensure Monterey can accommodate its share of the RHNA throughout the planning period. As development projects are considered, the City shall not take action to permit fewer units on a site than projected on the Available Land Inventory unless: 1) the reduction is consistent with the general plan and housing element; and 2) the remaining sites identified in the Available Land Inventory are adequate to accommodate the City's share of the RHNA. If the remaining sites are not adequate to accommodate the City's share of the RHNA, the City will identify (and rezone, if necessary) sufficient additional sites to meet RHNA.

**Responsibility:** Community Development Department

**Timeframe:** Complete review and submit report by April 1 of every year

**Objective:** Conduct review and submit report to State Department of Housing and Community Development as required

**Funding:** General Fund

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**Program 6-B Annual Review.** In conjunction with State requirements for preparation and submittal of annual housing progress report (Government Code section 65400), evaluate Housing Element implementation. Provide opportunities for public review and comment and submit to Planning Commission and City Council for review and any necessary action.

**Responsibility:** Community Development Department

**Timeframe:** Complete review and submit report by April 1 of every year

**Objective:** Conduct review and submit report to State Department of Housing and Community Development as required

**Funding:** General Fund

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**Program 6-C ADU/JADU Monitoring.** Monitor ADU and JADU permitting/construction trends and affordability in Monterey, reporting performance in its Housing Element Annual Progress Reports. If actual performance is not in line with projections in January 2027, the City will review and take action as needed to ensure compliance with "no-net loss" provisions of State law.

**Responsibility:** Community Development Department

**Timeframe:** (a) reporting with annual report to HCD in April 2024; annually by April of each year thereafter (b) Q2 2027 for corrective action evaluation (if needed)

**Objective:** Track progress toward Sixth Cycle RHNA production goals ensure compliance with State law

**Funding:** General Fund

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**Program 6-D Development and Replacement Unit Requirements.** The replacement of lower income units affordable to the same or lower income level is required as a condition of any development on a non-vacant site identified in the Housing Element, consistent with those requirements set forth in Government Code section 65915(c)(3). Replacement requirements apply to sites identified in the inventory that currently have residential uses, or within the past five years (based on the date the application for development was submitted) have had residential uses that have been vacated or demolished, and were:

- Subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of low or very low-income; or
- Subject to any other form of rent or price control through a public entity's valid exercise of its police power; or
- Occupied by low or very low-income households.
- The City will not approve a housing development project that requires the demolition of residential dwelling units regardless of whether the parcel was listed in the inventory unless the project will create at least as many residential dwelling units as will be demolished, and the affordability criteria stipulated in Government Code section 66300(d) are met.

**Responsibility:** Community Development Department

**Timeframe:** Beginning in Q1 2024

**Objective:** Protection of existing housing

**Funding:** General fund (staff time)

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Quantified Objectives

California Government Code Section 65583(b) requires that housing elements contain quantified objectives for the maintenance, preservation, and construction of housing. The quantified objectives shown in [Table 4-1](#) set a target goal for Monterey to strive for, based on needs, available resources, and constraints.

Table 4-1: 2023-2031 City of Monterey Quantified Objectivities

INCOME CATEGORY	NEW CONSTRUCTION <sup>1</sup>	REHABILITATION <sup>2</sup>	CONSERVATION/ PRESERVATION
Very-Low	1,177	–	–
Low	769	25	–
Moderate	462	–	–
Above Moderate	1,246	–	–
Totals	3,654	–	–

- 1. The new construction objective is equal to Monterey's RHNA allocation.
- 2. See Program 4-C.







Table 4-2: Action Plan Timeline

HOUSING ACTION PLAN PROGRAMS	2024				2025				2026				2027				2028				2029				2030				2031			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Omnibus Code Clean Up Items																																
2-B Permit Thresholds for Multi-Family Projects																																
2-E Revise Parking Requirements																																
2-F Update Density Bonus Ordinance																																
2-I Inclusionary Zoning																																
4-D Expand Residential Uses to include Residential Care Facilities and Homeless Shelters																																
4-E Eliminate Use Permit Requirements for Supportive and Transitional Housing																																
4-F Allow Low Barrier Navigation Centers in Mixed-Use and Nonresidential Districts																																
4-G Recognize Single-Room Occupancy (SRO) as a Housing Type																																
2-H Expand Online Transparency																																
H-1: Increasing Housing Supply																																
1-A Inventory of Available Sites																																
1-B Multi-Family Residential Overlay Amendments																																
1-C Specific Plan Updates																																
1-D Permit Streamlining Pilot Project																																
1-E Education Workforce Housing Overlay																																
1-F Congregational Overlay																																
1-G Surplus Municipal Parking Facilities																																
1-H Fort Ord/Ryan Ranch Specific Plan																																
1-I Highway 68 Area Plan Update																																
1-J SB 9 Housing Ordinance																																
H-2: Removing Barriers to Housing																																
2-A By-Right Rezoning Sites from Prior Inventories																																
2-C ARC Review																																
2-D Revise Adopted Plans with Objective Standards																																
2-G Prepare Local Coastal Program (LCP)																																
2-J Water Distribution Policy																																
2-K Addressing Water Supply Constraints																																



Table 4-2: Action Plan Timeline

HOUSING ACTION PLAN PROGRAMS	2024				2025				2026				2027				2028				2029				2030				2031			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
H-3: Fair Housing																																
3-A Legal Services and Fair Housing Education																																
3-B Housing for ELI Households and Persons with Special Needs																																
3-C Local Density Bonus																																
3-D Family-Sized Rental Units																																
3-E Home Sharing and Tenant Matching																																
3-F Affirmative Marketing of Affordable Housing Opportunities																																
3-G Zoning Incentives for Deed Restricted ADUs/JADUs																																
H-4: Homelessness Prevention and Needs																																
4-A Multi-Disciplinary Outreach Team (MDOT)																																
4-B Rental Assistance Pilot Program																																
4-C Housing Rehabilitation Program																																
H-5: Sustainability and Energy Efficiency																																
5-A Energy Efficient Design																																
5-B Green Building Incentives																																
5-C Sustainable Design																																
H-6: Monitoring Progress																																
6-A Adequate Sites Available to Meet RHNA																																
6-B Annual Review																																
6-C ADU/JADU Monitoring																																
6-D Development and Replacement Unit Requirements																																

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**DYETT & BHATIA**  
Urban and Regional Planners



**APPENDIX**

# **SITES INVENTORY**



Please Start Here, Instructions in Cell A2, Table in A3:B15	Form Fields
<p>Site Inventory Forms must be submitted to HCD for a housing element or amendment adopted on or after January 1, 2021. The following form is to be used for satisfying this requirement. To submit the form, complete the Excel spreadsheet and submit to HCD at <a href="mailto:sitesinventory@hcd.ca.gov">sitesinventory@hcd.ca.gov</a>. Please send the Excel workbook, not a scanned or PDF copy of the tables.</p>	
<b>General Information</b>	
Jurisdiction Name	MONTEREY
Housing Element Cycle	6th
<b>Contact Information</b>	
First Name	Kimberly
Last Name	Cole
Title	Community Development Director
Email	<a href="mailto:cole@monterey.org">cole@monterey.org</a>
Phone	8315463759
<b>Mailing Address</b>	
Street Address	<u>570 Pacific Street</u>
City	Monterey
Zip Code	93940

Table A: Housing Element Sites Inventory, Table Starts in Cell A2

Jurisdiction Name	Site Address/Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Optional Information1
MONTEREY	CALLE PRINCIPAL	93940	001-534-011-000	A	Public	PC	0	30	0.50	Public	Yes - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	27			27	
MONTEREY	484 ALMA ST	93940	001-726-007-000	A	Public	PC	0	30	0.07	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTEREY	470 ALMA ST	93940	001-726-006-000	A	Public	PC	0	30	0.09	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			4	4	
MONTEREY	560 HOUSTON ST	93940	001-691-007-000	B	Commercial	PC	0	30	0.19	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	580 HOUSTON ST	93940	001-691-012-000	B	Commercial	PC	0	30	0.11	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	528 HOUSTON ST	93940	001-691-011-000	B	Commercial	PC	0	30	0.04	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	18			18	
MONTEREY		93940	001-572-031-000	C	Commercial	PC	0	30	0.26	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY		93940	001-572-032-000	C	Commercial	PC	0	30	0.02	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY		93940	001-572-028-000	C	Commercial	PC	0	30	0.14	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	23			23	
MONTEREY	442 ADAMS ST	93940	001-694-009-000	D	Public	PC	0	30	0.11	Public	Yes - Current	YES - City-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	ADAMS ST	93940	001-694-008-000	D	Public	PC	0	30	0.26	Public	Yes - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	14			14	
MONTEREY	601 MUNRAS AVE	93940	001-683-015-000		Commercial	PC	0	30	0.64		Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	35			35	
MONTEREY	464 ALVARADO ST	93940	001-572-004-000		Commercial	PC	0	30	0.56	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	30			30	
MONTEREY	200 FRANKLIN ST	93940	001-693-002-000		Commercial	PC	0	30	1.26	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	69			69	
MONTEREY	401 ALVARADO ST	93940	001-388-001-000		Commercial	PC	0	30	0.16	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		8	8		
MONTEREY	TYLER ST	93940	001-388-003-000		Commercial	PC	0	30	0.14	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		7	7		
MONTEREY	414 CALLE PRINCIPAL	93940	001-534-003-000		Commercial	PC	0	30	0.08	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		2	2		
MONTEREY	434 ALVARADO ST	93940	001-572-010-000		Commercial	PC	0	30	0.23	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		12	12		
MONTEREY	429 ALVARADO ST	93940	001-573-003-000		Commercial	PC	0	30	0.05	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		2	2		
MONTEREY	481 ALVARADO ST	93940	001-574-004-000		Commercial	PC	0	30	0.04	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		2	2		
MONTEREY	482 TYLER ST	93940	001-574-005-000		Commercial	PC	0	30	0.16	General Commercial	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant		8	8		
MONTEREY	447 BONIFACE PL	93940	001-574-011-000		Commercial	PC	0	30	0.14	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		7	7		
MONTEREY	117 PEARL ST	93940	001-574-014-000		Commercial	PC	0	30	0.05	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		19	19		
MONTEREY	TYLER ST	93940	001-574-015-000		Commercial	PC	0	30	0.11	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant		6	6		
MONTEREY	533 HARTNELL ST	93940	001-581-010-000		Commercial	PC	0	30	0.36	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		10	10		
MONTEREY	22 DORMODY CT	93940	001-591-033-000		Commercial	CD	0	30	0.18	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		5	5		
MONTEREY	30 DORMODY CT	93940	001-591-034-000		Commercial	CD	0	30	0.25	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		7	7		
MONTEREY	251 FREMONT ST	93940	001-683-013-000		Commercial	PC	0	30	0.35	Service Station	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		2	2		
MONTEREY	244 PEARL ST	93940	001-691-004-000		Commercial	PC	0	30	0.10	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		5	5		
MONTEREY	559 TYLER ST	93940	001-691-010-000		Commercial	PC	0	30	0.31	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		17	17		
MONTEREY	445 TYLER ST	93940	001-692-004-000		Commercial	PC	0	30	0.32	Office	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant		17	17		
MONTEREY	473 TYLER ST	93940	001-692-007-000		Commercial	PC	0	30	0.18	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant		9	9		
MONTEREY	462 WASHINGTON ST	93940	001-692-010-000		Commercial	PC	0	30	0.13	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant		8	8		
MONTEREY	444 WASHINGTON ST	93940	001-693-001-000		Commercial	PC	0	30	0.20	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		11	11		
MONTEREY	520 ABREGO ST	93940	001-696-005-000		Commercial	PC	0	30	0.22	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		11	11		
MONTEREY	301 WEBSTER ST	93940	001-696-008-000		Industrial	PC	0	30	0.31	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		16	16		
MONTEREY	537 HOUSTON ST	93940	001-696-012-000		Commercial	PC	0	30	0.08	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		4	4		
MONTEREY	481 CORTES ST	93940	001-714-003-000		Commercial	PC	0	30	0.08	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		2	2		
MONTEREY	563 FIGUEROA ST	93940	001-725-007-000		Commercial	PC	0	30	0.11	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		5	5		
MONTEREY	444 ALMA ST	93940	001-726-003-000		Commercial	PC	0	30	0.12	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		3	3		
MONTEREY	565 ABREGO ST	93940	001-726-017-000		Residential	PC	0	30	0.21	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		6	6		
MONTEREY	431 WEBSTER ST	93940	001-726-019-000		Commercial	PC	0	30	0.40	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		11	11		
MONTEREY	492 WEBSTER ST	93940	001-727-011-000		Commercial	PC	0	30	0.24	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		13	13		
MONTEREY	165 WEBSTER ST	93940	001-581-005-000		Commercial	PC	0	30	0.19	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	2450 N FREMONT ST	93940	013-151-034-000	E	Commercial	PC	0	30	1.10	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	2400 N FREMONT ST	93940	013-151-035-000	E	Commercial	PC	0	30	0.94	Service Station	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	76			76	
MONTEREY	2228 FREMONT BLVD E-30	93940	013-171-015-000	E	Commercial	PC	0	30	0.70	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	20			20	
MONTEREY	2205 N FREMONT ST	93940	013-122-007-000		Commercial	PC	0	30	0.25	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		10	10		
MONTEREY	2203 N FREMONT ST	93940	013-121-006-000		Commercial	PC	0	30	0.34	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		14	14		
MONTEREY	2400 N FREMONT ST	93940	013-151-026-000		Commercial	PC	0	30	0.59	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	24			24	
MONTEREY	2161 N FREMONT ST	93940	013-112-039-000		Commercial	PC	0	30	1.80	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	75			75	
MONTEREY	543 RAMONA AVE	93940	013-134-047-000		Commercial	PC	0	30	0.56	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	23			23	
MONTEREY	2151 N FREMONT ST	93940	013-112-040-000		Commercial	PC	0	30	0.20	Service Station	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		8	8		
MONTEREY	2333 N FREMONT ST	93940	013-134-040-000		Commercial	PC	0	30	0.43	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		17	17		
MONTEREY	2210 N FREMONT ST	93940	013-171-004-000		Commercial	PC	0	30	0.23	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		9	9		
MONTEREY	345 KOLB ST	93940	013-132-016-000		Commercial	C-1	0	30	0.09	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		3	3		
MONTEREY	530 RAMONA AVE	93940	013-121-015-000		Commercial	PC	0	30	0.14	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		5	5		
MONTEREY	2236 N FREMONT ST	93940	013-177-008-000		Commercial	PC	0	30	0.23	Service Station	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		10	10		
MONTEREY	2407 N FREMONT ST	93940	013-133-002-000		Commercial	PC	0	30	0.24	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		10	10		
MONTEREY	580 CASANOVA AVE	93940	013-133-003-000		Commercial	PC	0	30	0.36	Service Station	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		15	15		
MONTEREY	557 RAMONA AVE	93940	013-134-036-000		Commercial	PC	0	30	0.26	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		10	10		
MONTEREY	2200 GARDEN RD	93940	013-312-015-000		Commercial	I-R	0	30	5.72	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	153			153	
MONTEREY	GARDEN RD	93940	013-312-006-000		Industrial	I-R	0	30	6.50	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	176			176	
MONTEREY	46 GARDEN CT	93940	013-322-010-000		Industrial	I-R	0	30	1.13	Business Park/Light Industrial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	27			27	
MONTEREY	504 WAVE ST	93940	001-022-013-000	F	Commercial	C-2	0	30	0.09	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	504 WAVE ST	93940	001-022-039-000	F	Commercial	C-2	0	30	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	504 WAVE ST	93940	001-022-038-000	F	Commercial	C-2	0	30	0.09	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	798 WAVE ST	93940	001-012-014-000	G	Commercial	C-2	0	30	0.10	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		7	7		
MONTEREY	758 WAVE ST	93940	001-012-007-000	G	Commercial	C-2	0	30	0.10	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	798 WAVE ST	93940	001-012-009-000	G	Commercial	C-2	0	30	0.10	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	774 WAVE ST	93940	001-012-008-000	G	Commercial	C-2	0	30	0.10	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		9	9		
MONTEREY	899 LIGHTHOUSE AVE	93940	001-074-010-000		Commercial	PC-LH	0	30	0.20	Service Station	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		5	5		
MONTEREY	801 LIGHTHOUSE AVE	93940	001-074-006-000		Commercial	PC-LH	0	30	0.15	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	8			8	
MONTEREY	831 LIGHTHOUSE AVE	93940	001-074-005-000	H	Commercial	PC-LH	0	30	0.14	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	857 LIGHTHOUSE AVE	93940	001-074-004-000	H	Commercial	PC-LH	0	30	0.14	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTEREY	867 LIGHTHOUSE AVE	93940	001-074-003-000	H	Commercial	PC-LH	0	30	0.14	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		9			



Jurisdiction Name	Site Address/Intersection	5 Digit ZIP Code	Assessor Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Optional Information1
MONTREY	500 FOAM ST	93940	001-025-009-000	Q	Commercial	PC-LH	0	30	0.26	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			9	9	
MONTREY	484 CANNERY ROW	93940	001-021-016-000		Commercial	CR	0	30	0.12	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTREY	762 HAWTHORNE ST	93940	001-073-013-000		Residential	R-3	0	30	0.14	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTREY	860 WAVE ST	93940	001-013-010-000		Commercial	C-2	0	30	0.19	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			5	5	
MONTREY	296 LIGHTHOUSE AVE	93940	001-035-013-000		Commercial	PC-LH	0	30	0.25	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	598 FOAM ST	93940	001-025-015-000		Commercial	PC-LH	0	30	0.25	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			4	4	
MONTREY	499 WAVE ST	93940	001-026-001-000		Residential	C-2	0	30	0.13	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	765 WAVE ST	93940	001-016-002-000		Commercial	C-2	0	30	0.13	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTREY	141 RIVING AVE	93940	001-016-002-000		Commercial	C-2	0	30	0.26	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			7	7	
MONTREY	663 LIGHTHOUSE AVE	93940	001-066-017-000		Commercial	PC-LH	0	30	0.25	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			4	4	
MONTREY	715 FOAM ST	93940	001-072-012-000		Commercial	PC-LH	0	30	0.25	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			5	5	
MONTREY	899 HAWTHORNE ST	93940	001-077-001-000		Commercial	C-2	0	30	0.32	Service Station	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			8	8	
MONTREY	360 MC CLELLAN AVE	93940	001-065-014-000		Commercial	C-2	0	30	0.14	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	690 LIGHTHOUSE AVE	93940	001-061-002-000		Commercial	PC-LH	0	30	0.13	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	763 FOAM ST	93940	001-072-004-000		Commercial	PC-LH	0	30	0.25	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			7	7	
MONTREY	899 FOAM ST	93940	001-071-001-000		Commercial	PC-LH	0	30	0.13	Business Park/Light Industrial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	628 WAVE ST	93940	001-023-009-000		Commercial	C-2	0	30	0.08	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	WAVE ST	93940	001-023-008-000		Commercial	C-2	0	30	0.17	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			4	4	
MONTREY	554 LIGHTHOUSE AVE	93940	001-062-018-000		Commercial	PC-LH	0	30	0.09	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	778 HAWTHORNE ST	93940	001-073-017-000		Commercial	R-3	0	30	0.43	Hotel, Motel, Lodging Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			8	8	
MONTREY	201 FOAM ST	93940	001-035-007-000		Commercial	PC-LH	0	30	0.26	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTREY	611 LIGHTHOUSE AVE	93940	001-066-006-000		Commercial	PC-LH	0	30	0.14	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	401 LIGHTHOUSE AVE	93940	001-064-005-000		Commercial	PC-LH	0	30	0.27	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			6	6	
MONTREY	381 DAVID AVE	93940	001-074-011-000		Commercial	C-2	0	30	0.34	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			8	8	
MONTREY	001-037-007-000	93940	001-037-007-000		Residential	CR	0	30	0.09	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	456 LIGHTHOUSE AVE	93940	001-063-017-000		Commercial	PC-LH	0	30	0.38	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			5	5	
MONTREY	398 LIGHTHOUSE AVE	93940	001-034-002-000		Commercial	PC-LH	0	30	0.25	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			5	5	
MONTREY	867 WAVE ST	93940	001-015-003-000		Commercial	C-2	0	30	0.13	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	850 HAWTHORNE ST	93940	001-074-008-000		Residential	R-3	0	30	0.11	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTREY	214 LIGHTHOUSE AVE	93940	001-035-009-000		Commercial	C-2	0	30	0.09	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	584 HAWTHORNE ST	93940	001-065-017-000		Commercial	R-3	0	30	0.14	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTREY	514 LIGHTHOUSE AVE	93940	001-062-008-000		Commercial	PC-LH	0	30	0.20	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	638 LIGHTHOUSE AVE	93940	001-061-005-000		Commercial	PC-LH	0	30	0.13	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	925 CASS ST	93940	001-672-033-000	R	Commercial	CO	0	30	0.12	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			6	6	
MONTREY	193 ELDORADO ST	93940	001-672-007-000	R	Commercial	CO	0	30	0.41	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	DAVIS LN	93940	001-681-017-000	S	Commercial	CO	0	30	0.08	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	DAVIS LN	93940	001-681-015-000	S	Commercial	CO	0	30	0.22	Business Park/Light Industrial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	DAVIS LN	93940	001-681-049-000	S	Commercial	C-2	0	30	0.02	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	601 MUNRAS AVE	93940	001-681-037-000	T	Commercial	C-2	0	30	0.65	Mixed Uses	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant			4	4	
MONTREY	601 CASS ST	93940	001-681-036-000	T	Residential	C-2	0	30	0.23	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	691 CASS ST	93940	001-681-047-000	T	Commercial	C-2	0	30	0.28	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	CASS ST	93940	001-681-034-000	T	Commercial	C-2	0	30	0.31	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			38	38	
MONTREY	993 CASS ST	93940	001-671-028-000	U	Commercial	CO	0	30	0.22	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	CARMELITO AVE	93940	001-671-028-000	U	Commercial	CO	0	30	0.11	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			4	4	
MONTREY	CASS ST	93940	001-671-027-000	V	Commercial	CO	0	30	0.13	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	159 CARMELITO AVE	93940	001-671-031-000	V	Commercial	CO	0	30	0.20	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	1011 CASS ST	93940	001-671-026-000	V	Commercial	CO	0	30	0.62	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	900 MARK SHERMAN LN	93940	001-731-027-000	V	Commercial	C-2	0	30	0.07	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	1001 PACIFIC ST	93940	001-611-006-000	O	Commercial	CO	0	30	0.09	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	93940	93940	732-015-000	R	Residential	R-1	< 2	8	0.09	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			5	5	
MONTREY	93940	93940	732-014-000	R	Residential	R-1	< 2	8	0.16	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTREY	920 CASS ST	93940	001-603-017-000	R	Commercial	CO	0	30	0.57	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			7	7	
MONTREY	266 ELDORADO ST 270	93940	001-591-041-000	R	Commercial	CO	0	30	0.12	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	276 ELDORADO ST	93940	001-591-042-000	R	Commercial	CO	0	30	0.13	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	724 ABREGO ST	93940	001-682-009-000	R	Commercial	C-2	0	30	0.95	General Commercial	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant			9	9	
MONTREY	829 CASS ST	93940	001-681-055-000	R	Commercial	CO	0	30	0.38	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			6	6	
MONTREY	300 FREMONT ST	93940	001-682-022-000	R	Commercial	C-2	0	30	0.33	General Commercial	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant			3	3	
MONTREY	182 ELDORADO ST	93940	001-681-002-000	R	Commercial	CO	0	30	0.12	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	862 MUNRAS AVE	93940	001-681-048-000	R	Commercial	C-2	0	30	0.23	Parking Lots/Garage (Private)	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	147 ELDORADO ST	93940	001-672-011-000	R	Commercial	CO	0	30	0.23	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			3	3	
MONTREY	1030 CASS ST	93940	001-603-037-000	R	Commercial	CO	0	30	0.14	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1088 CASS ST	93940	001-603-029-000	R	Commercial	CO	0	30	0.11	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	889 ABREGO ST	93940	001-731-023-000	R	Commercial	C-2	0	30	0.36	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			5	5	
MONTREY	167 ELDORADO ST	93940	001-672-034-000	R	Commercial	CO	0	30	0.10	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	398 FREMONT ST	93940	001-682-023-000	R	Commercial	C-2	0	30	0.28	Service Station	Yes - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Non-Vacant			4	4	
MONTREY	174 CARMELITO AVE	93940	001-672-025-000	R	Commercial	CO	0	30	0.12	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	150 CARMELITO AVE	93940	001-672-022-000	R	Commercial	CO	0	30	0.13	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	81 VIA ROBLES	93940	001-663-043-000	R	Commercial	R-3	0	30	0.38	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			4	4	
MONTREY	142 CARMELITO AVE	93940	001-672-031-000	R	Commercial	CO	0	30	0.11	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1244 MUNRAS AVE	93940	001-661-014-000	R	Commercial	C-2	0	30	0.20	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	155 SARGENT ST 173	93940	001-681-057-000	R	Commercial	CO	0	30	0.28	Office	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY	2414 DEL MONTE BLVD	93940	013-056-008-000	W	Commercial	C-3	0	30	0.11	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	215 ENGLISH AVE	93940	013-056-002-000	W	Commercial	C-3	0	30	0.13	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	205 ENGLISH AVE	93940	013-056-006-000	W	Commercial	C-3	0	30	0.25	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element					
MONTREY	2434 DEL MONTE BLVD	93940	013-056-007-000	W	Commercial	C-3	0	30	0.43	General Commercial	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			22	22	
MONTREY	2220 DEL MONTE BLVD	93940	013-031-047-000	W	Industrial	C-3	0	30	1.26	General Industrial	Yes - Current								

Jurisdiction Name	Site Address/Intersection	5 Digit ZIP Code	Assessor Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Optional Information1
MONTREY	480 ENGLISH AVE	93940	013-066-017-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	140 STEPHEN PL	93940	001-231-022-000		Other	R-1	<2	8	0.42	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	148 STEPHEN PL	93940	001-231-023-000		Other	R-1	<2	8	0.59	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	781 TERRY ST	93940	001-179-052-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	TERRY ST	93940	001-179-051-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	PARCEL ST	93940	001-179-043-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-016-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-015-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-004-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-006-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-008-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-009-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-011-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-018-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-017-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-010-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-012-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-014-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	107 FLAGG HILL RD	93940	013-065-019-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	WITHERS AVE	93940	001-172-008-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	WITHERS AVE	93940	001-172-009-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	TAYLOR ST	93940	001-202-005-000		Other	R-1	<2	8	0.09	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	TAYLOR ST	93940	001-202-004-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	FRANKLIN ST	93940	001-243-019-000		Residential	R-1	<2	8	0.11	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	FRANKLIN ST	93940	001-243-020-000		Residential	R-1	<2	8	0.11	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	22 SPRAY AVE	93940	011-591-011-000		Other	R-1	<2	8	0.12	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY		93940	011-591-010-000		Other	R-1	<2	8	0.12	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	460 ENGLISH AVE	93940	013-066-013-000		Residential	R-1	<2	8	0.19	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	ENGLISH AVE	93940	013-066-014-000		Other	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	453 CASANOVA AVE	93940	013-066-015-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	930 MADISON ST	93940	001-333-014-000		Residential	R-1	<2	8	0.09	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	940 MADISON ST	93940	001-333-017-000		Residential	R-1	<2	8	0.09	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	MYERS ST	93940	013-052-025-000		Residential	R-1	<2	8	0.07	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	MYERS ST	93940	013-052-023-000		Residential	R-1	<2	8	0.07	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	MYERS ST	93940	013-052-024-000		Residential	R-1	<2	8	0.07	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	429 PINE ST	93940	001-114-014-000		Residential	R-1	<2	8	0.10	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	PINE ST	93940	001-114-015-000		Other	R-1	<2	8	0.07	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY		93940	001-781-027-000		Residential	R-1	<2	8	0.93	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY		93940	001-781-028-000		Residential	R-1	<2	8	1.16	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY		93940	013-062-017-000		Residential	R-1	<2	8	0.38	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			2	2	
MONTREY		93940	013-062-016-000		Residential	R-1	<2	8	0.13	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	31 VIA DESCANSO C	93940	001-631-023-000		Residential	R-1	<2	8	0.28	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	31 VIA DESCANSO B	93940	001-631-022-000		Residential	R-1	<2	8	0.28	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	170 LITTLEFIELD RD	93940	001-653-008-000		Residential	R-E	<2	8	0.28	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	CASANOVA AVE	93940	101-052-008-000		Residential	R-E	<2	8	0.19	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	ALTA MESA CIR	93940	001-752-062-000		Residential	R-E	<2	8	0.38	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	20 ALTA MESA CIR	93940	001-752-039-000		Residential	R-E	<2	8	0.39	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	BARTOLOMEA WAY	93940	001-622-012-000		Residential	R-1	<2	8	0.30	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1 CRAMDEN DR	93940	002-382-032-000		Residential	R-1	<2	8	0.25	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	4 CRAMDEN DR	93940	001-282-028-000		Residential	R-1	<2	8	0.26	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	132 TIDE AVE	93940	011-456-004-000		Residential	R-1	<2	8	0.08	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	136 TIDE AVE	93940	011-456-039-000		Residential	R-1	<2	8	0.08	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	VIA ZARAGOZA	93940	001-892-012-000		Residential	R-1	<2	8	0.31	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	VIA ZARAGOZA	93940	001-892-013-000		Residential	R-1	<2	8	0.27	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1 SOMMERSET VALE	93940	014-111-040-000		Residential	PC	0	30	0.27	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	4		1	4	
MONTREY	15 WYNDEMERE VALE	93940	014-081-015-000		Residential	PC	0	30	0.28	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	4		1	4	
MONTREY	30 FOREST RIDGE RD	93940	014-131-020-000		Residential	PC	0	30	0.23	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	3		1	3	
MONTREY	9 STRATFORD PL	93940	014-111-006-000		Residential	PC	0	30	0.25	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	3		1	3	
MONTREY	140N BUREN ST	93940	001-512-009-000		Residential	R-1	<2	8	0.12	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	1		1	1	
MONTREY	360 DRY CREEK RD	93940	001-282-057-000		Residential	R-1	<2	8	0.27	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	747 FILMORE ST	93940	001-174-031-000		Residential	R-1	<2	8	0.12	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	458 HANNON AVE	93940	013-073-019-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	635 JESSIE ST	93940	001-213-028-000		Residential	R-1	<2	8	0.14	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1220 JOSSELYN CANYON RD	93940	102-141-019-000		Residential	R-1	<2	8	0.64	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	6 LOMA VISTA PL	93940	001-941-016-000		Residential	R-1	<2	8	0.39	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	815 LOTTIE ST	93940	001-194-025-000		Residential	R-1	<2	8	0.14	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1880 PRESCOTT AVE	93940	001-185-011-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	5EA FOAM AVE	93940	011-462-039-000		Residential	R-1	<2	8	0.10	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	78 VIA VENTURA	93940	001-463-032-000		Residential	R-1	<2	8	0.21	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1001 MADSON ST	93940	001-336-001-000		Residential	R-1	<2	8	0.09	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1057 WAINWRIGHT ST	93940	001-242-014-000		Residential	R-1	<2	8	0.11	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1099 HARRISON ST	93940	001-345-021-000		Residential	R-1	<2	8	0.06	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	1121 PRESCOTT AVE	93940	001-149-050-000		Residential	R-1	<2	8	0.11	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	23 YERBA BUENA CT	93940	001-172-025-000		Residential	R-1	<2	8	0.25	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	29 MAR VISTA DR	93940	001-953-010-000		Residential	R-1	<2	8	0.59	Vacant	Yes - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			1	1	
MONTREY	350 VIA DEL REY	93940	001-321-022-000		Residential	R-1	<2	8	0.28	Vacant	Yes - Current</								



[illegible]

[illegible][illegible]



### Table C: Land Use, Table Starts in A2

[illegible]



# B

**APPENDIX**

# **NEEDS ASSESSMENT**



## Table of Contents

<b>Population Characteristics.....</b>	<b>B-1</b>
<b>Household Characteristics.....</b>	<b>B-4</b>
<b>Employment .....</b>	<b>B-6</b>
<b>Special Needs Groups .....</b>	<b>B-8</b>
<b>Housing Stock Characteristics .....</b>	<b>B-23</b>
<b>Housing Costs and Affordability.....</b>	<b>B-31</b>
<b>Assisted Housing at Risk of Conversion .....</b>	<b>B-42</b>
<b>Energy Conservation .....</b>	<b>B-44</b>
<b>Projected Housing Need .....</b>	<b>B-45</b>

## Appendix B: Housing Needs Assessment

The Housing Needs Assessment analyzes important population, housing, and employment characteristics to identify the specific housing needs in the City of Monterey. This assessment is essential for developing a successful strategy to meet a variety of housing needs in the City. Both local and regional changes since the previous Housing Element are assessed to provide the full scope of housing needs. This evaluation also serves as the basis for the goals, policies and programs detailed in the Housing Plan that will be implemented over the 2023-2031 planning period. Important characteristics to consider include:

- Demographic characteristics including of age, race/ethnicity and employment;
- Household type, age and income;
- Special housing needs present in the community;
- Housing type, cost, condition and affordability; and
- Evaluation of the City's share of the region's housing needs.

The Association of Monterey Bay Area Governments (AMBAG) has produced Local Housing Needs Data packets for jurisdictions in the AMBAG region that have been pre-approved by the State Department of Housing and Community Development (HCD). These data packets largely rely on 2016-2020 five-year American Community Survey (ACS) and 2013-2017 Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) estimates, among other sources. Though 2021 ACS data is more recent than the 2016-2020 estimates, the AMBAG data provide a more fine-grained level of detail than is currently available from the 2020 ACS data and has been pre-certified by HCD to account for margins of errors.

### Population Characteristics

According to the California Department of Finance (DOF), the total population of the City of Monterey in 2020 was 28,304, an increase of 2.3 percent since 2010 (27,810). As shown in Table B-1, AMBAG projects that by 2040 the population of the city will increase approximately 10 percent from the 2010 reported Census population. The AMBAG projections show a slightly higher population in 2010 than the U.S. Census count.

**Table B-1: City of Monterey Population Projections (2010-2050)**

	2010	2015	2020	2025	2030	2035	2040	2045	2050
Monterey	27,810	28,239	28,304	28,044	28,650	29,032	29,342	29,639	29,934
Monterey County	415,057	430,277	440,393	453,956	464,124	471,901	477,265	480,694	481,305

Source: Association of Monterey Bay Area Governments, 2022, California Department of Finance, E-5 series, P-1: State Population Projections (2010-2060), 2023



## POPULATION BY AGE

Current and future housing needs are usually determined in part by the age characteristics of a community's residents. Each age group has distinct lifestyles, family type and size, incomes, and housing preferences. Consequently, evaluating the age characteristics of a community is important in determining its housing needs.

According to the 2020 ACS five-year estimates, the city's median age is 36.9, which is 2.2 years older than Monterey County's median age of 34.7. A review of data on population by age in the city since 2010 indicates that while the share of residents 34 years and younger has remained relatively stable over time, the share of residents aged 35-54 has dropped by 10.8 percent. By contrast, the fastest growing segment of the population is the cohort aged 55 years and over, which grew by 14 percent between 2010 and 2020. This table is based on data from the U.S. Census and the American Community Survey five-year data set.

**Table B-2: Population by Age, City of Monterey (2000-2020)**

Age Group	2000		2010		2020	
	Number	Percent	Number	Percent	Number	Percent
0-4 years	1,477	4.98%	1,423	5.12%	1,461	5.11%
5-14 years	2,684	9.04%	2,171	7.81%	2,291	8.02%
15-24 years	4,656	15.69%	4,513	16.23%	4,153	14.53%
25-34 years	5,382	18.14%	5,023	18.06%	5,645	19.76%
35-44 years	4,638	15.63%	3,451	12.41%	3,257	11.40%
45-54 years	4,031	13.58%	3,457	12.43%	2,907	10.17%
55-64 years	2,396	8.07%	3,475	12.50%	3,433	12.01%
65-74 years	1,974	6.65%	1,992	7.16%	2,745	9.61%
75-84 years	1,699	5.73%	1,370	4.93%	1,855	6.49%
85+ years	737	2.48%	935	3.36%	828	2.90%
<b>Total</b>	<b>29,674</b>	<b>100%</b>	<b>27,810</b>	<b>100%</b>	<b>28,575</b>	<b>100%</b>

Source: U.S. Census Bureau, Census 2000 SFI, Table P12; U.S. Census Bureau, Census 2010 SFI, Table P12; U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B01001

## RACE AND ETHNICITY

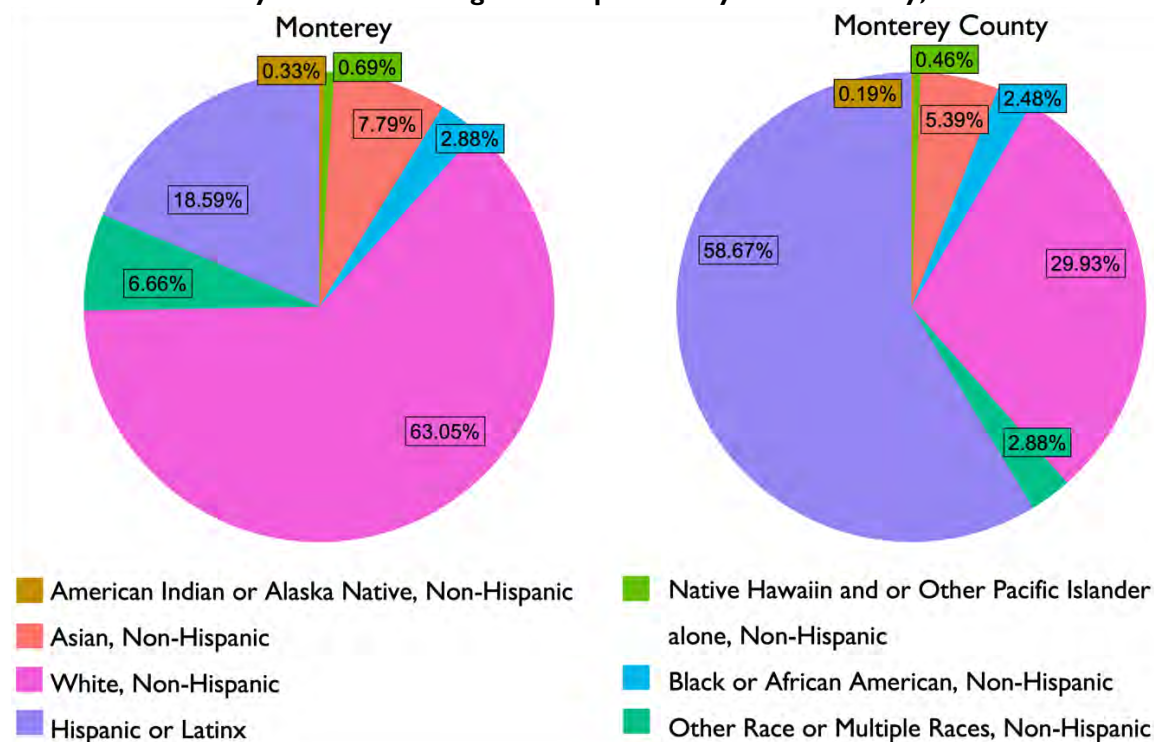
Table B-3 presents the racial and ethnic composition of the City of Monterey's population in 2000, 2010, and 2020, as reported in U.S. Census (for 2000) and American Community Survey five-year data (for 2010 and 2020). Since 2000, Monterey has seen an increase in its Hispanic or Latinx population from 10.9 percent to 17 percent, making it the city's second largest racial or ethnic group. The largest racial or ethnic group remains White, at 67.7 percent in 2020, down from 75 percent in 2000. In 2019, on-Hispanic Black and Non-Hispanic Asian populations stayed the same in their share of the city's overall population at 3.6 percent and 6 percent, respectively.

**Table B-3: Population by Race, City of Monterey (2000-2020)**

Racial/Ethnic Group	2000		2010		2020	
	Number	Percent	Number	Percent	Number	Percent
American Indian or Alaska Native, Non-Hispanic	122	0.41%	109	0.39%	88	0.31%
Native Hawaiian and Other Pacific Islander alone, Non-Hispanic	83	0.28%	100	0.36%	102	0.36%
Asian, Non-Hispanic	2,171	7.32%	2,544	9.14%	1,714	6.00%
Black or African American, Non-Hispanic	716	2.41%	627	2.25%	1,024	3.58%
White, Non-Hispanic	22,246	74.97%	19,260	69.21%	19,346	67.70%
Other Race or Multiple Races, Non-Hispanic	1,114	3.75%	1,228	4.41%	1,454	5.09%
Hispanic or Latinx	3,222	10.86%	3,959	14.23%	4,847	16.96%
<b>Total</b>	<b>29,674</b>	<b>100%</b>	<b>27,827</b>	<b>100%</b>	<b>28,575</b>	<b>100%</b>

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B03002

The ethnic composition of the City of Monterey contrasts markedly with that of the County as a whole. While the City has a substantially larger share of White residents (63 percent) than in Monterey County as a whole (30 percent), the County has a much larger share of Hispanic/Latinx residents (58 percent) than the city (18.6 percent).

**Chart B-1: Monterey and Surrounding Area Population by Race/Ethnicity, 2019**

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B03002



## Household Characteristics

### HOUSEHOLD SIZE

According to ACS five-year estimates data, the average household size in Monterey in 2020 was 2.1 (Table 25010). The City's average is lower than the average for Monterey County as a whole (3.3).

As seen in Table B-4, the share of the City's population in 2019 living in a one-person household (41 percent) was significantly larger than that of Monterey County (21.4 percent). This likely reflects the city's large senior, student, and military populations. Two-person households account for over 36 percent households in Monterey, which is 8.3 percent more compared to Monterey County (27.8 percent). On the other hand, Monterey has a much smaller share of households of three-four persons (19 percent) and five or more persons (4 percent) than the County at 32.2 percent and 19.7 percent, respectively.

**Table B-4: Monterey and Surrounding Areas Household Size, 2019**

Household Size	Monterey		Monterey County	
	Number	Percent	Number	Percent
1-Person Household	5,069	40.97%	27,366	21.38%
2-Person Household	4,459	36.04%	35,540	27.76%
3-4-Person Household	2,341	18.92%	39,901	31.17%
5-Person or More Household	504	4.07%	25,196	19.68%
<b>Total</b>	<b>12,373</b>	<b>100%</b>	<b>128,003</b>	<b>100%</b>

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B11016

### HOUSEHOLD CHARACTERISTICS

A summary of household characteristics in the City of Monterey and Monterey County is provided in Table B-5. A family household is a household consisting of two or more people residing together and related by birth, marriage, or adoption. A non-family household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom they are not related to. According to the ACS data (2015-2019), the greatest share (53.1 percent) of households in Monterey are non-family households, again likely reflective of the city's large student and military population. Overall, family households account for 46.9 percent of households in the City, which is significantly lower than Monterey County (72.6 percent). Interestingly, Monterey has a smaller share of single-parent households (8.8 percent) than Monterey County (19.1 percent).

**Table B-5: Monterey and Surrounding Areas Household Type, 2020**

Household Types	Monterey		Monterey County	
	Number	Percent	Number	Percent
Female-Headed Family Households	725	5.86%	15,986	12.49%
Male-headed Family Households	357	2.89%	8,394	6.56%
Married-couple Family Households	4,719	38.14%	68,568	53.57%
Other Non-Family Households	6,572	53.12%	35,055	27.39%
<b>Total</b>	<b>12,373</b>	<b>100%</b>	<b>128,003</b>	<b>100%</b>

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B11001

## HOUSEHOLD INCOME

Household income is one of the most significant factors affecting housing choice and opportunity. Income largely determines a household's ability to purchase or rent housing. While higher-income households have more discretionary income to spend on housing, lower- and moderate-income households are limited in the range of housing they can afford. Typically, as household income decreases, cost burdens and overcrowding increase.

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by the California State Department of Housing and Community Development (HCD). For Monterey County, the applicable Area Median Income (AMI) for a family of four in 2023 is \$100,400. This is an increase of 46.1 percent from the 2014 median income of \$68,700. HUD has defined the following income categories for Monterey County, which apply to the City of Monterey, based on the median income for a household of four persons for 2023:

- Extremely low-income: 30 percent of AMI and below (\$0 to \$36,100)
- Very low-income: 31 to 50 percent of AMI (\$36,101 to \$60,200)
- Low-income: 51 to 80 percent of AMI (\$60,201 to \$96,350)
- Moderate-income: 81 to 120 percent of AMI (\$96,351 to \$120,500)
- Above moderate-income: 120 percent or more of AMI (\$120,501 or more)

Table B-6 shows the HUD definitions for Monterey County's maximum annual income level for each income group, adjusted by household size. This data is used when determining a household's eligibility for federal, State, or local housing assistance and used when calculating the maximum affordable housing payment for renters and buyers.

**Table B-6: HUD Income Levels by Household Size (Monterey County, 2023)**

Household Size	Maximum Income Level				
	Extremely Low	Very Low	Low	Median	Moderate
1 Person	\$25,300	\$42,150	\$67,450	\$70,300	\$85,350
2 Persons	\$28,900	\$48,200	\$77,100	\$80,300	\$96,400
3 Persons	\$32,500	\$54,200	\$86,750	\$90,350	\$108,450
4 Persons	\$36,100	\$60,200	\$96,350	\$100,400	\$120,500
5 Persons	\$39,000	\$65,050	\$104,100	\$108,450	\$130,150
6 Persons	\$41,900	\$69,850	\$111,800	\$116,450	\$139,800
7 Persons	\$45,420	\$74,650	\$119,500	\$124,500	\$149,400
8 Persons	\$50,560	\$79,500	\$127,200	\$132,550	\$159,050

Source: HUD Income Limits 2023

As summarized in Table B-7, the majority of households in the City made more than 100 percent of AMI (62.1 percent) as compared to the county (51 percent). Correspondingly, the share of moderate- and lower-income households is lower in the City than in the county.



**Table B-7: Monterey and Surrounding Areas Households by Household Income Level**

	Monterey		Monterey County	
	Number	Percent	Number	Percent
0%-30% of AMI	905	7.8%	12,110	9.61%
31%-50% of AMI	795	6.9%	14,480	11.49%
51%-80% of AMI	1,645	14.2%	21,850	17.33%
81%-100% of AMI	1,040	9.0%	13,360	10.60%
>100% of AMI	7,205	62.1%	64,250	50.97%
<b>Total</b>	<b>11,590</b>	<b>100%</b>	<b>126,050</b>	<b>100%</b>

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release

## Employment

### OCCUPATION AND LABOR FORCE

There are 13,550 persons in the labor force in the City of Monterey as of 2020. As seen in Table B-8, the largest industry sector represented among the City's working residents is Health and Educational Services (26.7 percent), which is a greater share of the workforce represented in the industry compared to the county (20.3 percent). Financial and Professional Services is the second largest represented amount Monterey working residents (22 percent). Compared to Monterey County, the number of residents employed in the Agriculture and Natural Resources industry account for significantly less of the City's employment distribution (2 percent) than that of the county (16 percent).

**Table B-8: Monterey and Surrounding Areas Employment by Industry (2020)**

	Monterey		Monterey County	
	Number	Percent	Number	Percent
Agriculture & Natural Resources	281	2.1%	29,975	15.9%
Construction	617	4.6%	12,524	6.6%
Financial & Professional Services	2,965	21.9%	25,839	13.7%
Health & Educational Services	3,620	26.7%	38,246	20.3%
Information	128	0.9%	2,593	1.4%
Manufacturing, Wholesale, & Transportation	1,071	7.9%	21,949	11.6%
Retail	1,092	8.1%	18,535	9.8%
Arts, Entertainment, Accommodation, & Food Services	2,215	16.3%	21,063	11.2%
Public Administration	1,063	7.8%	9,923	5.3%
Other	498	3.7%	8,087	4.3%
<b>Total</b>	<b>13,550</b>	<b>100%</b>	<b>188,734</b>	<b>100%</b>

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table C24030

## COMMUTING TRENDS

U.S. Census Bureau OnTheMap tool displays where workers are employed and where they live. U.S. Census identified 20,743 workers in the City of Monterey in 2020, of which 18,082 workers commute to the Monterey from outside of the city, which represents 87.2 percent of the total worker population. Approximately 2,661 people both live and work in Monterey, which accounts for only 12.8 percent of total worker population. As shown in Table B-9, about 7,247 workers who live in Monterey commute outside of the city for work. This means almost three times the number of workers commute out of Monterey compared to those who live and work in the City, and more than double the number of workers commute in to Monterey as compared to those who live in Monterey and commute out of the City to work. Most commuting workers in and out of Monterey (78.7 and 71.4 percent) work in “all other services.”

**Table B-9: Monterey Commuting Workers by Job Type (2020)**

	Inflow		Outflow	
	Number	Percent	Number	Percent
Goods Producing Workers	1,102	6.1%	927	12.8%
Trade, Transportation, and Utilities Workers	2,754	15.2%	1,148	15.8%
All Other Services Workers	14,226	78.7%	5,172	71.4%
<b>Total</b>	<b>18,082</b>	<b>100.00%</b>	<b>7,247</b>	<b>100.00%</b>

### Notes

1. “Goods Producing” includes agriculture, forestry, fishing and hunting; mining, quarrying, and oil and gas extraction; construction, and manufacturing.
2. “Trade, Transportation, and Utilities” class includes workers in wholesale trade, retail trade, and transportation and warehousing.
3. “All Other Services” includes information, finance and insurance, real estate, professional, scientific, and technical services, health and educational services, food services, arts, entertainment, accommodation, & food Services, and public administration.

Source: U.S. Census Bureau OnTheMap tool, 2020

## EMPLOYMENT GROWTH TRENDS

According to California Employment Development Department Local Area Unemployment Statistics (LAUS), the City of Monterey experienced an unemployment rate of 4.5 percent in 2021. While this rate is a 50 percent decrease from unemployment rates in 2011, it is a 80 percent increase from the 2019 unemployment rate (2.5 percent). Monterey’s significant increase in unemployment in 2020 is likely due to the impacts of the COVID-19 pandemic. Meanwhile, Monterey County had a 12.7 percent unemployment rate in 2021, which is only about 28.7 percent decrease from unemployment rates in 2011 (17.8 percent). Additionally, while the City’s unemployment rate decreased between 2020 and 2021, the County unemployment rate increased approximately 27 percent.

**Table B-10: Monterey Unemployment Rate (2011-2021)**

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Monterey	9.0%	8.1%	7.2%	6.3%	5.6%	3.5%	3.2%	2.6%	2.5%	7.8%	4.5%
Monterey County	17.8%	16.6%	15.5%	13.6%	12.6%	11.8%	11.6%	9.8%	10.3%	10%	12.7%

Source: California Employment Development Department, Local Area Unemployment Statistics (LAUS), Sub-county areas annual updates, 2011-2021.

## Special Needs Groups

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Certain groups have greater difficulty in finding suitable affordable housing due to their special needs and circumstances. This may be a result of employment and income, family characteristics, disability, or household characteristics. Consequently, certain residents in the City of Monterey may experience more instances of housing cost burdens, overcrowding, or other housing problems. The categories of special needs addressed in this Element include:

- Extremely low-income households
- Older adults
- Persons with disabilities, including developmental disabilities
- Female-headed households
- Large households
- Persons experiencing homelessness
- Farmworkers
- Students
- Military employees and veterans
- Group quarters populations

### EXTREMELY LOW-INCOME HOUSEHOLDS

California State Housing Law requires local governments to address the needs of “Extremely Low-Income” populations, which refers to households with incomes below 30 percent of the AMI for the community. In addition to those families making less than 30 percent of AMI, the Federal Poverty Level (FPL) is a threshold established by the federal government that remains constant throughout the country (and thus does not correspond to AMI). Federal statistics can also help the City quantify the extent of the extremely low-income population. The federal government defines poverty as a minimum level of income (adjusted for household size and composition) necessary to meet basic food, shelter, and clothing needs. For 2021, the FPL for a family of four is \$26,500, which is lower than Monterey County’s threshold for 30 percent of AMI at \$36,100. This means that households that qualify as extremely low-income in Monterey are living only slightly above the FPL.

As seen in Table B-11, 8.6 percent of City of Monterey residents fall below 30 percent of AMI. This data is based on the HUD Comprehensive Housing Affordability Strategy ACS tabulation 2015-2019 release. American Indian or Alaska Native (non-Hispanic) households are most likely to fall below 30 percent AMI at 50 percent. At 15.6 percent and 15.5 percent respectively, Asian (non-Hispanic) and Hispanic or Latinx households in Monterey are most likely to fall below 30 percent of AMI. Households that identify as White (non-Hispanic) and Other or Multiple Races (non-Hispanic) have the lowest prevalence of extremely low-income households at 7 percent and 0 percent respectively.



**Table B-11: Household Income Distribution by Race (City of Monterey)**

Racial/Ethnic Group	0%-30% of AMI	31%-50% of AMI	51%-80% of AMI	81%-100% of AMI	>100% of AMI
American Indian or Alaska Native (Non-Hispanic)	50.00%	0.00%	50.00%	0.00%	0.00%
Asian/API (Non-Hispanic)	15.56%	14.11%	8.17%	3.79%	58.37%
Black or African American (Hispanic and Non-Hispanic)	0.00%	8.97%	15.38%	12.82%	62.82%
White (Non-Hispanic)	6.89%	9.46%	15.71%	10.11%	57.83%
Other or Multiple Races (Non-Hispanic)	0.00%	0.00%	37.50%	0.00%	62.50%
Hispanic or Latinx	15.50%	16.97%	18.82%	13.65%	35.06%
All Households	8.55%	10.70%	15.56%	9.99%	55.20%

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release

According to ACS 2020 five-year estimates, the City has a poverty rate of 11.5 percent. This is lower than the poverty rate of 14.1 percent in Monterey County overall. Table B-12 displays the poverty status by race among Monterey residents. Poverty is highest among those who identify as American Indian or Alaska Native (69.5 percent), Other Race (50.1 percent), and Hispanic or Latinx (29.7 percent). Other Race includes any responses not included in the listed race categories. This may include individuals who provide write-in responses such as “mixed,” or “interracial.” Poverty is lowest among those who identify as White (both Hispanic and Non-Hispanic) or White (Non-Hispanic) at 7.2 percent and 6.2 percent, respectively.

**Table B-12: Poverty Status by Race (City of Monterey)**

Racial/Ethnic Group	Percent Below Federal Poverty Line
American Indian or Alaska Native (Hispanic and Non-Hispanic)	69.5%
Native Hawaiian and Other Pacific Islander (Hispanic and non-Hispanic)	0.0%
Asian (Hispanic and Non-Hispanic)	16.9%
Black or African American (Hispanic and Non-Hispanic)	13.8%
White (Hispanic and Non-Hispanic)	7.2%
White (Non-Hispanic)	6.2%
Other Race (Hispanic and Non-Hispanic)	50.1%
Multiple Races (Hispanic and Non-Hispanic)	12.7%
Hispanic or Latinx	29.7%

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table S1701

## OLDER ADULTS

Older adults (elderly residents) have many different housing needs, depending on their age, level of income, current tenure status, cultural background, and health status. Elderly households may need assistance with personal and financial affairs, networks of care to provide services and daily assistance, and even possible architectural design features that would accommodate disabilities that would help ensure continued independent living. Table B-13 shows the distribution of Monterey residents aged 65 and over by racial group compared to the population of other age groups. The majority of those aged 65 and over in Monterey

identify as White (90 percent), followed by Asian (5.2 percent), and Multiple Races (3 percent). In Monterey, the proportion of those 65 and older who are White is greater than it is among younger age groups. In contrast, the proportion of younger residents who identify as Asian, Black or African American, Multiple Races is greater. In the sources for this table, the Census Bureau does not disaggregate racial groups by Hispanic/Latinx ethnicity.

**Table B-13: Senior and Youth Population by Race (City of Monterey)**

Race	Age 0-17		Age 18-64		Age 65+	
	Number	Percent	Number	Percent	Number	Percent
American Indian or Alaska Native (Hispanic and Non-Hispanic)	125	2.9%	128	0.7%	23	0.4%
Native Hawaiian and Other Pacific Islander (Hispanic and Non-Hispanic)	0	0.0%	102	0.6%	0	0.0%
Asian (Hispanic and Non-Hispanic)	246	5.8%	1,106	6.0%	272	5.2%
Black or African American (Hispanic and Non-Hispanic)	150	3.5%	861	4.7%	55	1.0%
Multiple Races (Hispanic and Non-Hispanic)	578	13.6%	1,210	6.6%	156	3.0%
Other Race (Hispanic and Non-Hispanic)	303	7.1%	632	3.5%	22	0.4%
White (Hispanic and Non-Hispanic)	2,851	67.0%	14,250	77.9%	4,752	90.0%
<b>Total</b>	<b>4,253</b>	<b>100.00%</b>	<b>18,289</b>	<b>100.00%</b>	<b>5,280</b>	<b>100.0%</b>

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B01001(A-G)

A specific governmental response may be required to address the housing needs of older adults due to low incomes. As seen in Table B-14, according to the U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS), 12.2 percent of households with at least one older adult aged 62 and over have an income below 30 percent of AMI, which is higher than the rate of 7.8 percent found among the overall population of the city. As they age, older adults may face additional housing costs to maintain their homes and ensure they remain accessible, a situation exacerbated by the fact that many older adults live on fixed incomes. Like all lower income residents, many older adult residents may be facing overpayment problems or are unable to find affordable rental units at all. As seen in Table B-14, senior renters are much more likely to fall into the extremely low-income (zero to 30 percent of AMI) or very low-income (31 to 50 percent of AMI) categories than seniors who own their homes. Among renters with at least one older adult aged 62 and over in the household, 21 percent are considered extremely low-income. Table B-15 further demonstrates cost-burden experienced by senior households. Approximately 70 percent of senior households making below 30 percent of AMI spend more than 50 percent on their income, while approximately 79 senior households making more than 100 percent of AMI spend less than 30 percent of their income on housing costs.

**Table B-14: Senior Households<sup>1</sup> by Income and Tenure (City of Monterey)**

Income Group	Owner Occupied		Renter Occupied		All Senior Households	
	Number	Percent	Number	Percent	Number	Percent
0%-30% of AMI	160	6.36%	345	21.04%	505	12.15%
31%-50% of AMI	290	11.53%	320	19.51%	610	14.68%
51%-80% of AMI	300	11.93%	295	17.99%	595	14.32%
81%-100% of AMI	180	7.16%	185	11.28%	365	8.78%
Greater than 100% of AMI	1,585	63.02%	495	30.18%	2080	50.06%
<b>Total</b>	<b>2,515</b>	<b>100.00%</b>	<b>1,640</b>	<b>100.00%</b>	<b>4,155</b>	<b>100.00%</b>

Notes:

- I. For the purposes of this table, HUD considers senior households to be those with a householder who is aged 62 or older.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release

**Table B-15: Cost-Burdened Senior Households<sup>1</sup> by Income Level (City of Monterey)**

% of Income Used for Housing Costs	0%-30% of AMI	31%-50% of AMI	51%-80% of AMI	81%-100% of AMI	>100% of AMI
<30% of Income	16.84%	9.02%	24.37%	63.51%	78.95%
30%-50% of Income	12.63%	38.52%	44.54%	27.03%	17.70%
>50% of Income	70.53%	52.46%	31.09%	9.46%	3.35%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Notes:

- I. For the purposes of this table, HUD considers senior households to be those with a householder who is aged 62 or older.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release

Other potential older adult housing needs that may require a specific governmental response include:

- **Assisted living facilities.** Assisted living facilities provide elderly residents with the opportunity to maintain an independent housing unit while receiving needed medical services and social support. Congregate care facilities include housing with medical and health services.
- **Relocation assistance.** Some elderly residents need assistance in relocating to a dwelling that better suits their space and income needs.
- **Mobility impairment.** Mobility-impaired elderly residents requiring special accessibility features in their dwelling units. Mobility impairment may require that special accessibility features be included in the design and construction of a home. Mobility impairment can also create a need for a living arrangement that includes health, meals, cleaning, and/or other services as part of the housing package. A number of living arrangements are possible, from senior citizen developments with individual dwelling units to assisted living facilities to 24-hour support services. Table B-16 shows the prevalence of different types of disabilities among seniors over age 65 in Monterey. The most prevalent type of disability is ambulatory difficulty, experienced by 15.5 percent of Monterey seniors, followed by hearing difficulty at 13.8 percent. An ambulatory difficulty refers to a mobility impairment that causes significant difficulty walking or climbing stairs.



**Table B-16: Seniors (Age 65 and Over) by Type of Disability (City of Monterey)**

<i>Disability</i>	<i>Number of Civilian Non-Institutionalized Seniors (65+)</i>	<i>Percentage of Civilian Non-Institutionalized Seniors (65+)</i>
With an ambulatory difficulty	802	15.5%
With an independent living difficulty	471	9.1%
With a cognitive difficulty	304	5.9%
With a self-care difficulty	321	6.2%
With a hearing difficulty	714	13.8%
With a vision difficulty	175	3.4%

**Notes:**

1. Percentages reflect values out of the civilian, noninstitutionalized population which is defined as people 16 and older residing in the 50 states and the District of Columbia, who are not inmates of institutions (e.g., penal and mental facilities, homes for the aged), and who are not on active duty in the Armed Forces
2. Ambulatory difficulty refers to having serious difficulty walking or climbing stairs.
3. Independent living difficulty refers to having difficulty doing errands alone due to a physical, mental, or emotional problem.
4. Hearing difficulty refers to those who are deaf or have serious difficulty hearing.
5. Self-care difficulty refers to having difficulty bathing or dressing.
6. Cognitive difficulty refers to having difficulty remembering, concentrating or making decisions due to a physical, mental, or emotional problem.
7. Vision difficulty refers to those who are blind or have serious difficulty seeing.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table S1810

## PERSONS WITH DISABILITIES

Persons with disabilities have physical or mental impairments that require special housing designed for self-sufficiency. According to 2019 American Community Survey estimates, 4,543 persons (19 percent of the non-institutionalized population) in the City had a disability.

Disability can further be broken down into six categories. The Census Bureau provides the following definitions for these disability types:

- Hearing difficulty: deaf or has serious difficulty hearing.
- Vision difficulty: blind or has serious difficulty seeing even with glasses.
- Cognitive difficulty: has serious difficulty concentrating, remembering, or making decisions.
- Ambulatory difficulty: has serious difficulty walking or climbing stairs.
- Self-care difficulty: has difficulty dressing or bathing.
- Independent living difficulty: has difficulty doing errands alone such as visiting a doctor's office or shopping.

These disability types are counted separately and are not mutually exclusive, as an individual may report more than one disability; thus, these counts should not be summed. Table B-17 provides a breakdown of Monterey's population by disability type. The most prevalent disability was ambulatory difficulty at 4.8 percent.

**Table B-17: Monterey Disability by Type**

<i>Disability</i>	<i>Number of Non-Institutionalized Civilians</i>	<i>Percentage of the Civilian Non-Institutionalized Population</i>
With an ambulatory difficulty	1,156	4.8%
With an independent living difficulty	630	2.6%
With a cognitive difficulty	878	3.6%
With a self-care difficulty	558	2.3%
With a hearing difficulty	984	4.1%
With a vision difficulty	336	1.4%

**Notes:**

1. Percentages reflect values out of the civilian, noninstitutionalized population which is defined as people 16 and older residing in the 50 states and the District of Columbia, who are not inmates of institutions (e.g., penal and mental facilities, homes for the aged), and who are not on active duty in the Armed Forces
2. Ambulatory difficulty refers to having serious difficulty walking or climbing stairs.
3. Independent living difficulty refers to having difficulty doing errands alone due to a physical, mental, or emotional problem.
4. Hearing difficulty refers to those who are deaf or have serious difficulty hearing.
5. Self-care difficulty refers to having difficulty bathing or dressing.
6. Cognitive difficulty refers to having difficulty remembering, concentrating or making decisions due to a physical, mental, or emotional problem.
7. Vision difficulty refers to those who are blind or have serious difficulty seeing.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Further, residents with disabilities may have more difficulty in finding employment. In Monterey, according to 2019 ACS estimates, approximately 1 percent of the civilian noninstitutionalized population 18 years to 64 years in the labor force with a disability were unemployed. The census considers individuals to not be in the labor force if they are not employed and are either not available to take a job or are not looking for one. This category typically includes discouraged workers, students, retired workers, stay-at-home parents, and seasonal workers in and off season who are not looking for work.

Given the barriers faced by persons with disabilities, the provision of affordable and barrier-free housing is essential to meet their housing needs. There are two approaches to housing design for residents with disabilities: adaptability and accessibility. Adaptable housing is a design concept in which a dwelling unit contains design features that allow for accessibility and use by mobility-impaired individuals with only minor modifications. An accessible unit has the actual special features installed in the house (grab bars, special cabinetry). To address these needs, the State requires design or accessibility modifications, such as access ramps, wider doorways, assist bars in bathrooms, lower cabinets, elevators, and the acceptance of service animals.

### Development Disabilities

Since January 2011, per SB 812 as codified in Section 65583, housing elements are required to address the housing needs of individuals with a developmental disability within the community. The analysis must include an estimate of the number of persons with developmental disabilities, an assessment of the housing need, and a discussion of potential resources. According to Section 4512 of the Welfare and Institutions Code a "developmental disability" means a disability that originates before an individual attains age 18 years, continues—or can be expected to continue—indefinitely, and constitutes a substantial disability for that individual, which includes intellectual disability, cerebral palsy, epilepsy, and autism. This term shall also include disabling conditions found to be closely related to intellectual disability or to require treatment

similar to that required for individuals with an intellectual disability, but shall not include other disabling conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services (DDS) is responsible for overseeing the coordination and delivery of services to more than 330,000 Californians with developmental disabilities including cerebral palsy, intellectual disability, Down Syndrome, autism, epilepsy, and related conditions through a network of 21 regional centers and state-operated facilities.

DDS consumer data provides an estimate of the number of Monterey residents with a developmental disability. Table B-18 shows that the vast majority of residents with a developmental disability (63 percent) live in the home of a parent/family/guardian. Further, approximately 98 percent (2,267) of the population that has a developmental disability is over the age of 18, while the remaining 2 percent (48 persons) is under 18 years old, according to American Community Survey Table S1810.

**Table B-18: Monterey Population with Developmental Disabilities by Residence<sup>1</sup>**

<i>Residence Type</i>	<i>Number</i>	<i>Approximate Percent</i>
Home of Parent/Family/Guardian	77	62.60%
Community Care Facility	>0	0.00%
Independent/Supported Living	35	28.46%
Intermediate Care Facility	>0	0.00%
Foster/Family Home	>0	0.00%
Other	<11	8.94%
<b>Total</b>	<b>123</b>	<b>100%</b>

1. The California Department of Developmental Services provides ZIP code level counts. To get jurisdiction-level estimates, ZIP code counts were crosswalked to jurisdictions using census block population counts from Census 2010 SF1 to determine the share of a ZIP code to assign to a given jurisdiction. Independent living difficulty refers to having difficulty doing errands alone due to a physical, mental, or emotional problem.

Source: California Department of Developmental Services, Consumer Count by California ZIP Code and Residence Type, 2022

## FEMALE-HEADED HOUSEHOLDS

Female-headed families, including those with children, are identified as a special needs group, because they are more likely to be low-income and face difficulty in finding affordable housing. In Monterey, married-couple family, owner-occupied households are the predominant household type comprising 54.5 percent of the population, with renter-occupied householders living alone coming in with the second largest amount (34.4 percent). As shown in Table B-19 there are 246 female-headed households and 45 male-headed owner-occupied households in the City of Monterey. These groups constitute 2.0 percent and 1 percent, respectively, of the City's total number of households. Female-headed households represented about 5.8 percent and 0.3 percent of owner-occupied and renter-occupied households, respectively. As



shown in Table B-20, approximately 28 percent of female-headed households have children. About 64 female-headed households with or without children are at or below the federal poverty level.

**Table B-19: Monterey Household Type by Tenure**

<i>Housing Type</i>	<i>Owner-Occupied</i>		<i>Renter-Occupied</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Married-Couple Family Households	2,310	54.49%	2,409	29.62%
Householders Living Alone	1,456	34.35%	3,613	44.42%
Female-Headed Family Households	246	5.80%	479	5.89%
Male-Headed Family Households	45	1.06%	312	3.84%
Other Non-Family Households	182	4.29%	1,321	16.24%
<b>Total</b>	<b>4,239</b>	<b>100.00%</b>	<b>8,134</b>	<b>100%</b>

**Notes**

1. For data from the Census Bureau, a “family household” is a household where two or more people are related by birth, marriage, or adoption. “Non-family households” are households of one person living alone, as well as households where none of the people are related to each other.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25011

**Table B-20 Monterey Female-Headed Households by Poverty Status<sup>1</sup>**

<i>Poverty Level</i>	<i>Households With Children</i>		<i>Households Without Children</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Above Poverty Level	170	23.5%	491	67.7%
Below Poverty Level	28	3.9%	36	5.0%

**Notes**

1. The Census Bureau uses a federally defined poverty threshold that remains constant throughout the country and does not correspond to Area Median Income.
2. Percentages represent the value of total-female headed family households

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B17012

## LARGE HOUSEHOLDS

Large families, defined as households of five or more related individuals, are a special need category under State law because they are at higher risk for overcrowding if the jurisdiction’s housing stock doesn’t have sufficient larger units with an adequate number of bedrooms. Additionally, in communities throughout California many large families, particularly renters, often do not have sufficient income to afford larger homes or apartments.

In Monterey, most of the households (77 percent) are occupied by one or two people. As shown in Table B-21, the 2019 American Community Survey reported 504 large households with five or more members, including 109 owner-occupied households and 395 renter-occupied households. About 2.6 percent of owner-occupied households and 4.9 percent of renter-occupied households were considered large households. As shown in Table B-22, large households experience slightly greater severe cost burden with 81 percent of large households compared to 79 percent of all other household types.

**Table B-21: Monterey Household Size by Tenure**

<i>Housing Type</i>	<i>Owner-Occupied</i>		<i>Renter-Occupied</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
1 Person Household	1,456	34.35%	3,613	44.42%
2 Person Household	1,954	46.10%	2,505	30.80%
3 Person Household	399	9.41%	786	9.66%
4 Person Household	321	7.57%	835	10.27%
5 Or More Person Household	109	2.57%	395	4.86%
<b>Total</b>	<b>4,239</b>	<b>100%</b>	<b>8,134</b>	<b>100%</b>

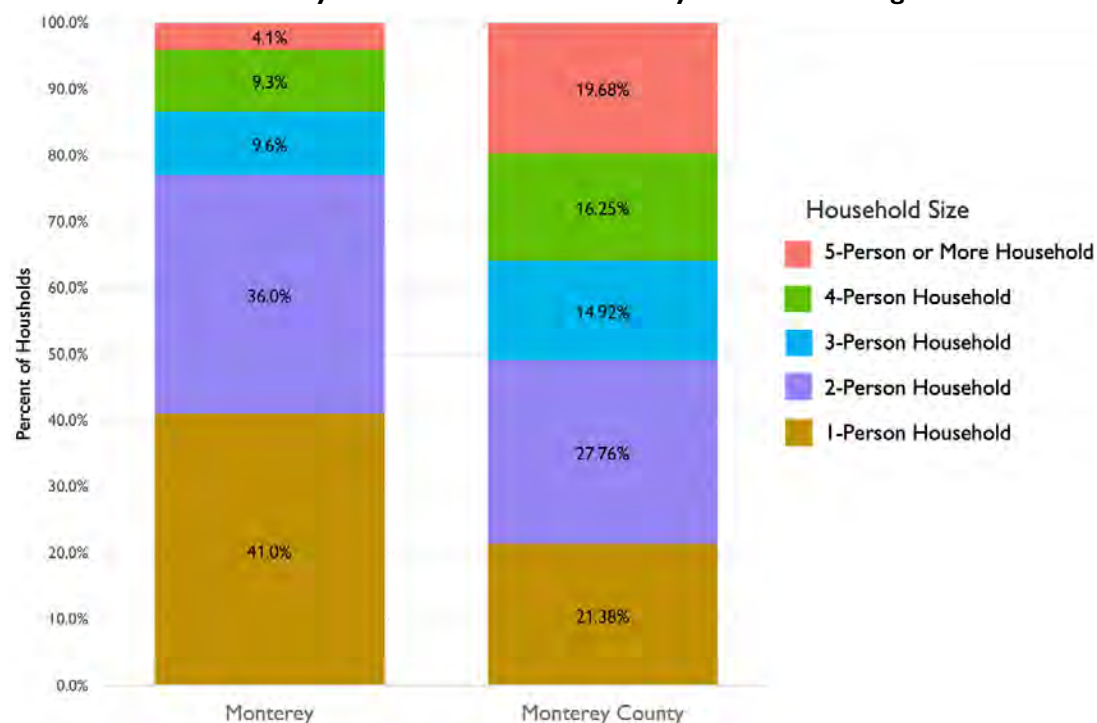
Source: AMBAG Monterey Data Package, U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25009

**Table B-22: Monterey Cost Burden by Household Size**

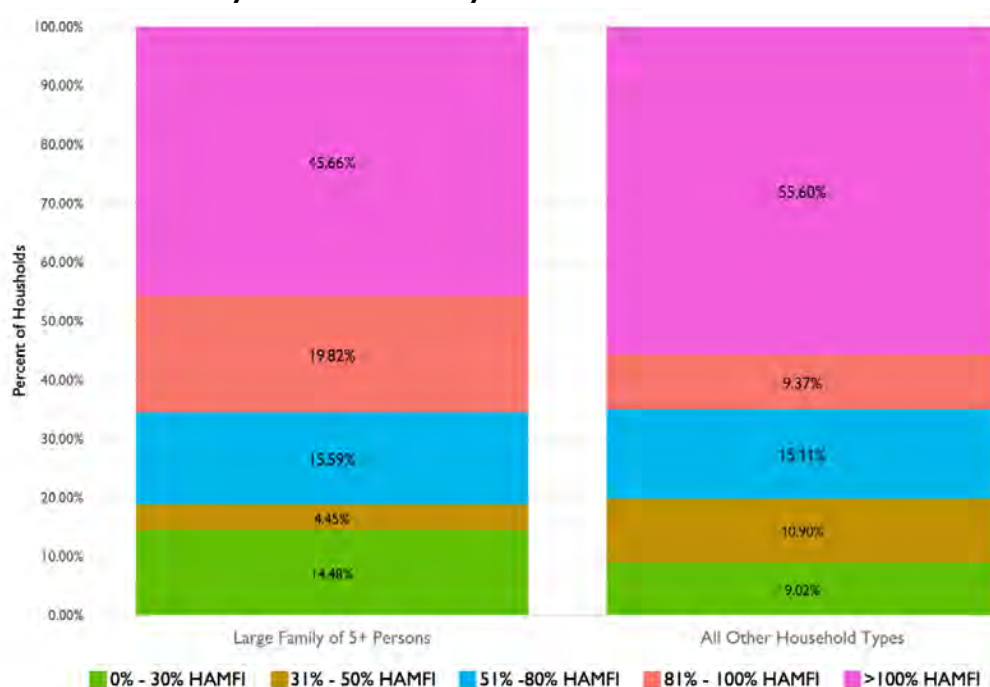
<i>Income Category</i>	<i>Large Family (5+ Persons)</i>		<i>All Other Household Types</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
No Cost Burden	65	14.48%	1,190	10.28%
Cost Burden	20	4.45%	1,245	10.75%
Severe Cost Burden	364	81.07%	9,145	78.97%
<b>Total</b>	<b>449</b>	<b>100%</b>	<b>11,580</b>	<b>100%</b>

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release

In comparison to surrounding jurisdictions, Monterey has a much smaller proportion of large family households. Chart B-2 shows that about 4 percent of households in the City are considered large households, while 19.7 percent in Monterey County are considered large households. Of the large families in Monterey, approximately 19 percent are considered extremely low- or very low-income households (i.e., households below 50 percent HAMFI). This is slightly lower than the proportion for all other household types at approximately 20 percent (see Chart B-3). Monterey also has a greater share of low-income households of larger families at 15.6 percent relative to all other household types at 15.1 percent.

**Chart B-2: Households by Household Size in Monterey and Surrounding Areas**

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), S2501

**Chart B-3: Monterey Household Size by Household Income Level**

Note: HAMFI is the median family income calculated by HUD for each jurisdiction in order to determine Fair Market Rents (FMRs) and income limits for HUD programs.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release



## PERSONS EXPERIENCING HOMELESSNESS

Individuals and families who are homeless have perhaps the most immediate housing need of any group. They also have one of the most difficult sets of housing needs to meet, due to both the diversity and complexity of the factors that lead to homelessness, and to community opposition to the siting of housing that serves homeless clients. Homelessness is a countywide issue that demands a strategic, regional approach that pools resources and services. A common method to assess the number of homeless persons in a jurisdiction is through a Point-in-Time (PIT) Count. The PIT Count is a biennial census of sheltered and unsheltered persons in a Continuum of Care (CoC) completed over a 24-hour period in the last ten days of January. The unsheltered PIT Count is conducted annually in Monterey County and is a requirement to receive homeless assistance funding from HUD. The PIT Count does not function as a comprehensive analysis and should be considered in the context of other key data sources when assessing the state of homelessness in a community.

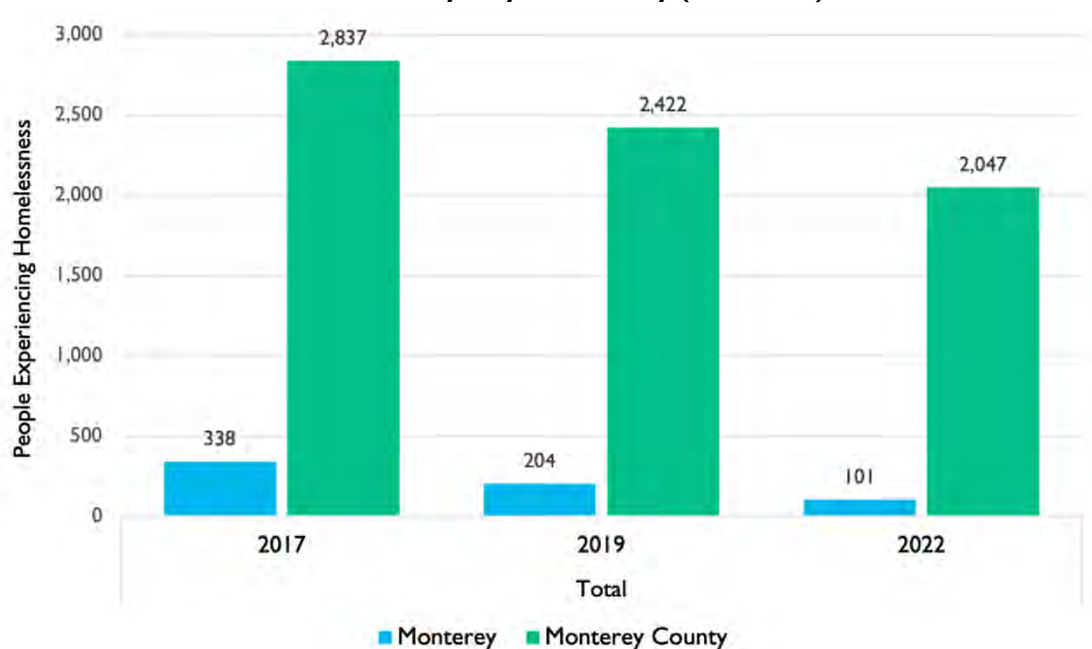
According to HUD, a CoC is a “a community plan to organize and deliver housing and services to meet the specific needs of people who are homeless as they move to stable housing and maximize self-sufficiency. It includes action steps to end homelessness and prevent a return to homelessness.” In Monterey County, Coalition of Homeless Service Providers oversees the CoC Program. Table B-23 provides an estimate of the homeless population by household type and shelter status in Salinas, Monterey, and San Benito County. According to the 2022 PIT Count, there were 779 sheltered homeless persons and 1,625 unsheltered persons in Salinas, Monterey, and San Benito Counties, including 8 homeless youth and children, for a total of 2,404 homeless persons.

**Table B-23: Homelessness by Household Type and Shelter Status in Salinas/Monterey and San Benito Counties**

<i>Shelter Status</i>	<i>People in Households Composed Solely of Children Under 18</i>	<i>People in Households with Adults and Children</i>	<i>People in Households without Children Under 18</i>	<b>Total</b>
Sheltered - Emergency Shelter	0	202	298	<b>500</b>
Sheltered - Transitional Housing	0	195	84	<b>279</b>
Unsheltered	3	11	1,611	<b>1,625</b>

*Source: U.S. Department of Housing and Urban Development (HUD), Continuum of Care (CoC) Homeless Populations and Subpopulations Reports, 2022*

Monterey County also partnered with Applied Survey Research (ASR) to produce a Homeless Count and Survey Comprehensive Report for PIT data specific to Monterey County and jurisdictions within the County. As shown in Chart B-4, the total population of unhoused individuals in both Monterey County and the City of Monterey has decreased significantly over the past 5 years. The number of people experiencing homelessness in Monterey County reached 2,837 individuals in 2017 and decreased 27.8 percent to 2,047 individuals in 2022. The report also notes that number of people experiencing homelessness in the County is at its lowest value in 13 years (since 2009). In addition, the City of Monterey has seen a 70 percent decrease in homelessness between 2017 and 2022 from 338 to 101 individuals. New shelters in Seaside and Salinas as well as homeless services such as Project Room Key, Project Home Key, Gathering for Women, Community Human Services Safe Place, the Shuman HeartHouse shelter, and the City’s Community Development Block Grant funded public services provide a variety of resources to help alleviate homelessness in Monterey.

**Chart B-4: Homelessness in Monterey City and County (2017-2022)**

Source: ASR, 2022 Monterey County Homeless Count and Survey Comprehensive Report

The racial/ethnic breakdown of Salinas/Monterey and San Benito County's homeless population is shown in Table B-24. Notably, those who identify as White (Hispanic and non-Hispanic) represent the largest share of the unhoused population (59 percent) of the county, while Hispanic/Latinx comprise the second largest group (56 percent). Additionally, those identify as Black or African American (Hispanic or Non-Hispanic) represented disproportionately among the unhoused population as they make up 13 percent of the homeless Monterey County residents, but only 2.6 percent of its overall population.

Per HCD's requirements, jurisdictions also need to supplement county-level data with local estimates of people experiencing homelessness. According to the California Department of Education, in Monterey County there were 6,764 reported K-12 students experiencing homelessness in the 2017-2018 school year.<sup>1</sup> By comparison, Monterey County has seen a 7.3 percent increase in the population of K-12 students experiencing homelessness since the 2016-17 school year (6,271 students in the 2016-17 school year).

<sup>1</sup> California Department of Education, California Longitudinal Pupil Achievement Data System (CALPADS), Cumulative Enrollment Data (Academic Years 2016-2017, 2017-2018, 2018-2019, 2019-2020)

**Table B-24: Racial/Ethnic Group Share of General and Homeless Population in Salinas/Monterey and San Benito Counties**

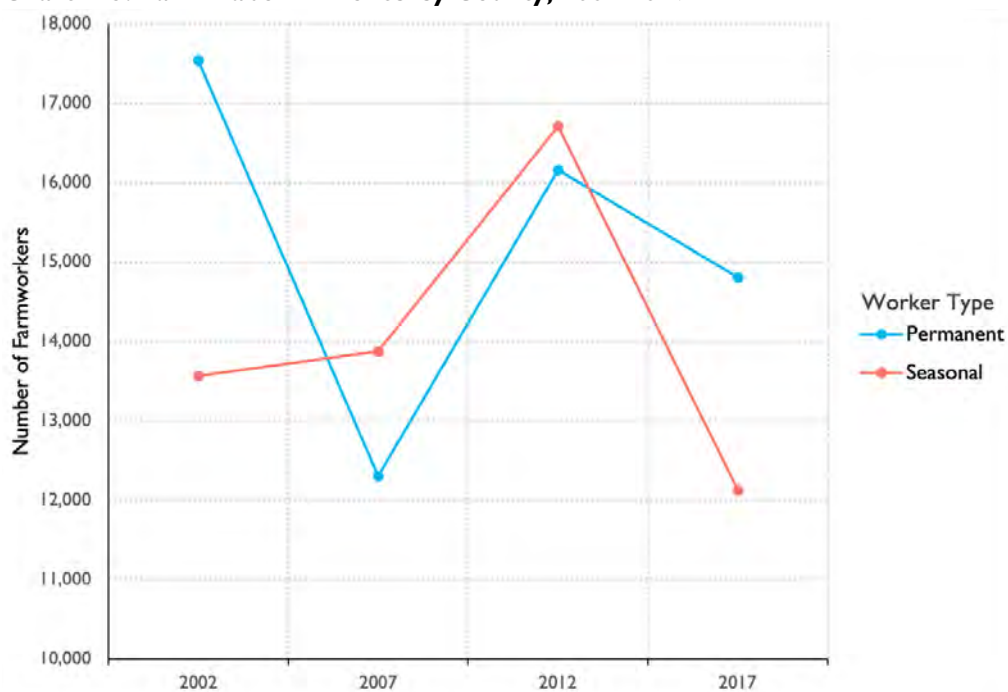
<i>Racial/Ethnic Group</i>	<i>Number of Homeless Population</i>	<i>Percent of Homeless Population</i>
American Indian or Alaska Native (Hispanic and Non-Hispanic)	308	12.81%
Native Hawaiian or Other Pacific Islander (Hispanic and Non-Hispanic)	65	2.70%
Asian (Hispanic and Non-Hispanic)	111	4.61%
Black or African American (Hispanic and Non-Hispanic)	310	12.90%
White (Hispanic and Non-Hispanic)	1,417	58.94%
Multiple Races (Hispanic and Non-Hispanic)	193	8.03%
Hispanic/Latino	1,348	56.07%

Source: U.S. Department of Housing and Urban Development (HUD), Continuum of Care (CoC) Homeless Populations and Subpopulations Reports, 2022

## FARMWORKERS

Across the state, housing for farmworkers has long been recognized as an important and unique concern. Farmworkers generally receive wages that are considerably lower than other jobs and may have temporary housing needs. Finding decent and affordable housing can be challenging, particularly in the current housing market. According to the U.S. Department of Agriculture Census of Farmworkers, the number of permanent and seasonal farm workers in Monterey County has both increased and decreased respectively from 2002 to 2017 (Chart B-5). From 2012 to 2017, the permanent farm worker population has decreased, totaling 14,806 in 2017; while the number of seasonal farm workers has also decreased during this time period, totaling 12,123 in 2017. As shown on Table B-8, there are currently 281 people employed in Agriculture and Resources in Monterey, which is 2.1 percent of City versus 15.9 percent of Monterey County. Farmworkers are predominantly housed in the Salinas Valley near the agricultural fields, which explains the large number of farmworkers in Monterey County.



**Chart B-5: Farm Labor in Monterey County, 2002-2017**

Source: U.S. Department of Agriculture, Census of Farmworkers (2002, 2007, 2012, 2017), Table 7: Hired Farm Labor

## STUDENTS

The City of Monterey has a sizeable student population, with a substantial portion of these students being associated with the military. The city has four advanced education institutions, as seen in Table B-25. Much of the student population in the city are those that attend Monterey Peninsula College (MPC), though this number also includes students that attend the Marina and Seaside MPC locations. MPC does not provide any on-campus housing, nor college-managed housing. For students attending the Naval Post Graduate School (NPS) and Army Defense Language Institute (DLI), the military provides a basic allowance for housing to live either on or off base. On-base housing is provided for both families and single persons. Family housing is provided at La Mesa Village in the City of Monterey and at the Presidio of Monterey. Housing for single persons is located on the Naval Post Graduate School campus in downtown Monterey and at the Presidio. The Middlebury Institute provides housing at one location, 787 Munras Avenue, which houses 87 students.

**Table B-25: Students at Education Institutions in Monterey**

Education Institution	Number
U.S. Naval Post Graduate School	1,446
U.S. Army Defense Language Institute/Foreign Language Center	2,500
Middlebury Institute of International Studies	686
Monterey Peninsula College (Monterey, Marina, and Seaside Campuses)	12,944
<b>Total</b>	<b>17,576</b>

Source: Naval Postgraduate School, 2022, Middlebury Institute of International Studies, 2022, Defense Language Institute Foreign Language Center, 2022, Monterey Peninsula College, 2019

## MILITARY EMPLOYEES AND VETERANS

Monterey is home to the United States Naval Postgraduate School (NPS) and the United States Army Garrison Defense Language Institute (DLI), also known as the Presidio of Monterey. As a result, there is a large population of service members living in Monterey that are associated with DLI and NPS.

The Parks at Monterey encompasses family housing communities for the Presidio of Monterey and the Naval Postgraduate School. With locations at the Ord Military Community on the former Fort Ord and La Mesa Village in Monterey, the development consists of 2,580 housing units with various amenities. The community serves the 4,000-plus population of service members and their families assigned to DLI and NPS.

## GROUP QUARTERS POPULATIONS

Group quarters are places where people live or stay in a group living arrangement that are owned or managed by an organization providing housing and/or services for the residents. These services may include custodial or medical care as well as other types of assistance. Residency is commonly restricted to those receiving these services, and residents are usually not related to one another. Institutional group quarters include correctional facilities, nursing homes, or mental hospitals. Non-institutional group quarters include college dormitories, military barracks, group homes, missions, or shelters.

The largest group quarter population in Monterey are those living in military quarters, coming in at 82 percent, as seen in Table B-26. Other noninstitutional facilities, such as group homes, missions, and shelters, make up 9 percent of Monterey's group quarters populations.

**Table B-26: Monterey Group Quarters by Type, 2020**

<i>Population Type</i>	<i>Number</i>	<i>Percentage</i>
<b>Institutionalized population</b>	<b>394</b>	<b>9.0%</b>
Correctional facilities for adults	0	0.0%
Juvenile facilities	0	0.0%
Nursing facilities/Skilled-nursing facilities	280	6.4%
Other institutional facilities	114	2.6%
<b>Noninstitutionalized population</b>	<b>3,970</b>	<b>91.0%</b>
College/University student housing <sup>1</sup>	0	0.0%
Military quarters	3,580	82.0%
Other noninstitutional facilities	390	8.9%
<b>Total</b>	<b>4,364</b>	<b>100.0%</b>

Note:

1. The total for college/university student housing does not include 87 beds that were constructed for Middlebury in 2021.

Source U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table P5

## Housing Stock Characteristics

### HOUSING TYPE

During the 2010 to 2020 period, the city saw development of only 394 units – or 3.3 percent - due in large part to limits on housing production linked to the availability of water supply. The State of California has issued a Cease-and-Desist Order for any new water hookups or increased water use. Over the period, per ACS estimates shown in Table B-27, the number of multifamily housing (two to four units), increased by 13 percent and the number of attached single-family homes increased by 21 percent. The data reflects there was a substantial decrease in the number of mobile homes in the city during this period. However, based on local knowledge, the City does believe there are no mobile home parks in Monterey as of 2023.<sup>2</sup> Because ACS data is survey-based, data may not always accurately reflect values as they are on the ground.

**Table B-27: Monterey Housing Type Trends, 2010 – 2020**

Building Type	2010		2020		Percent Change (2010 – 2020)
	Number	Percent	Number	Percent	
Single-Family Home: Attached	681	5.68%	824	6.66%	21.00%
Single-Family Home: Detached	5,279	44.07%	5,490	44.37%	4.00%
Multifamily Housing: Two to Four Units	2,204	18.40%	2,490	20.12%	13.00
Multifamily Housing: Five-plus Units	3,776	31.52%	3,560	28.77%	-5.72%
Mobile Homes	39	0.33%	9	0.07%	-76.92%
<b>Total</b>	<b>11,979</b>	<b>100%</b>	<b>12,373</b>	<b>100%</b>	<b>-</b>

Note:

- I. U.S. Census data, listed in this table, shows a decrease in five-plus multifamily housing units between 2010 and 2020, which conflicts with trends in the California Department of Finance (DOF) data. The City does not believe there was a decrease in five-plus multifamily housing units over this period; therefore, both DOF and U.S. Census data are referenced in this Draft Housing Element.

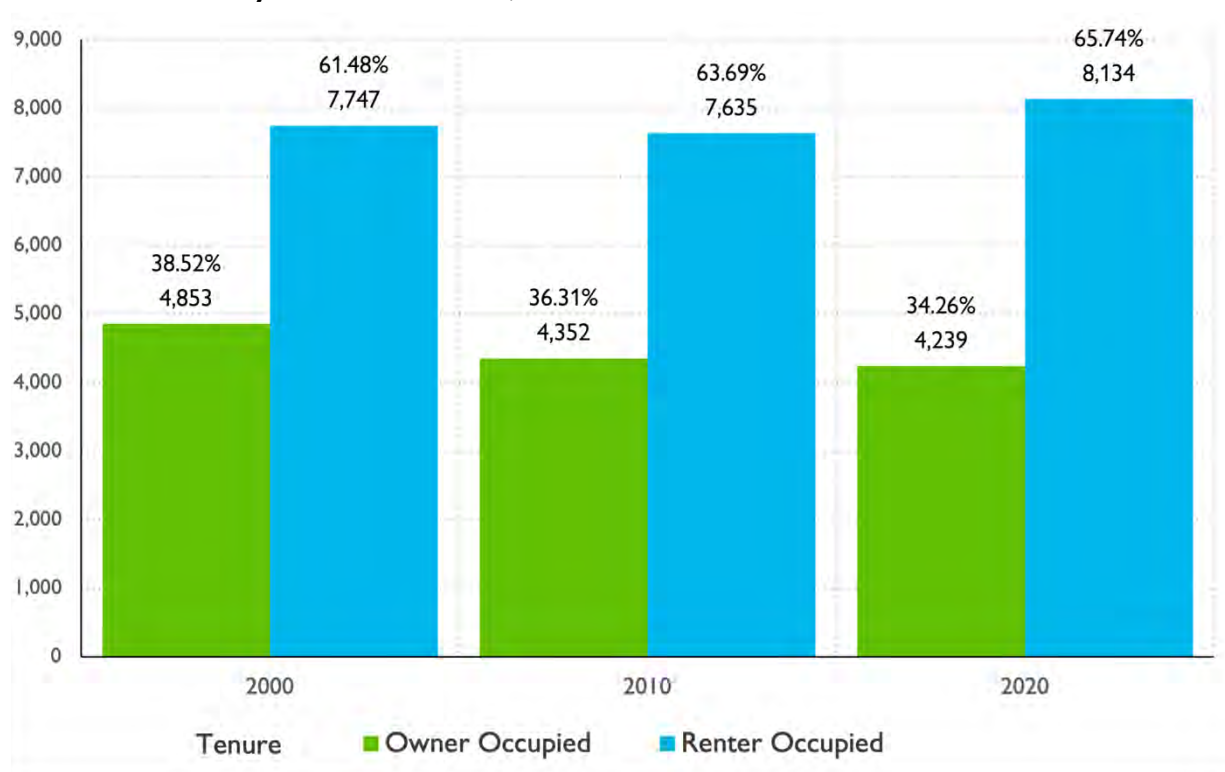
Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

### HOUSING TENURE

Tenure refers to whether a house is rented or owned. The rate of homeownership in the City is substantially lower and the rate of renting is substantially higher than in Monterey County. In the city, the number of owner-occupied housing units decreased from 4,853 in 2000 to 4,239 in 2020. The number of renter-occupied housing units decreased from 7,747 in 2000 to 7,635 in 2010 but has since increased to 8,134 in 2020. The percentage of renter-occupied households in the city increased modestly from 61.5 percent to 65.7 percent between 2000 and 2020, while the percentage of owner-occupied households has decreased modestly from 38.5 percent in 2000 to 34.3 percent in 2020.

<sup>2</sup> Source: Kimberly Cole, Community Development Director, City of Monterey, 2023.



**Chart B-6: Monterey Household Tenure, 2000-2020**

Source: U.S. Census Bureau, Census 2000 SFI, Table H04; U.S. Census Bureau, Census 2010 SFI, Table H04; U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25003

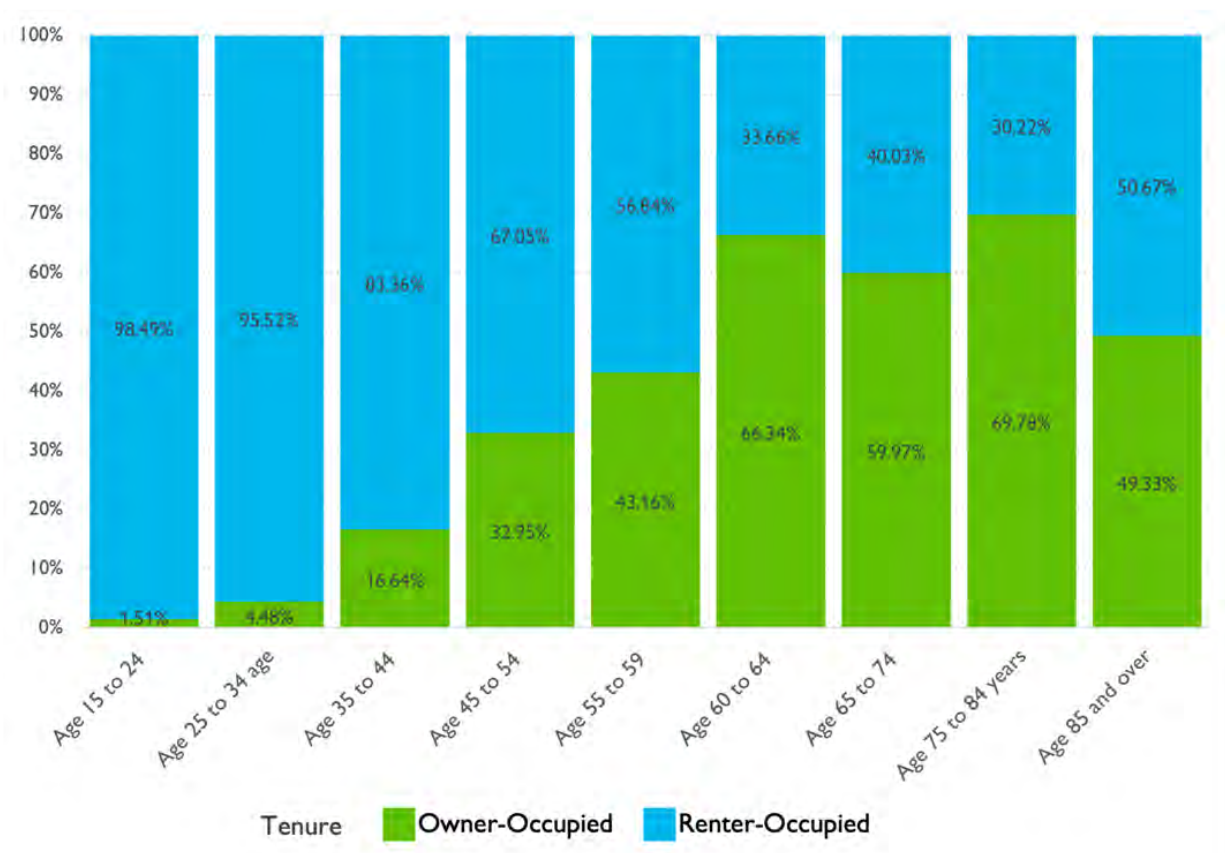
The City's household tenure differs from patterns seen in the county, see Table B-28. Monterey County has higher rates of owner-occupied housing (51.8 percent) than Monterey does (34.3 percent).

**Table B-28: Monterey and Surrounding Areas Household Tenure, 2020**

Region	Owner-Occupied		Renter-Occupied	
	Number	Percent	Number	Percent
Monterey	4,239	34.26%	8,134	65.74%
Monterey County	66,346	51.83%	61,657	48.17%

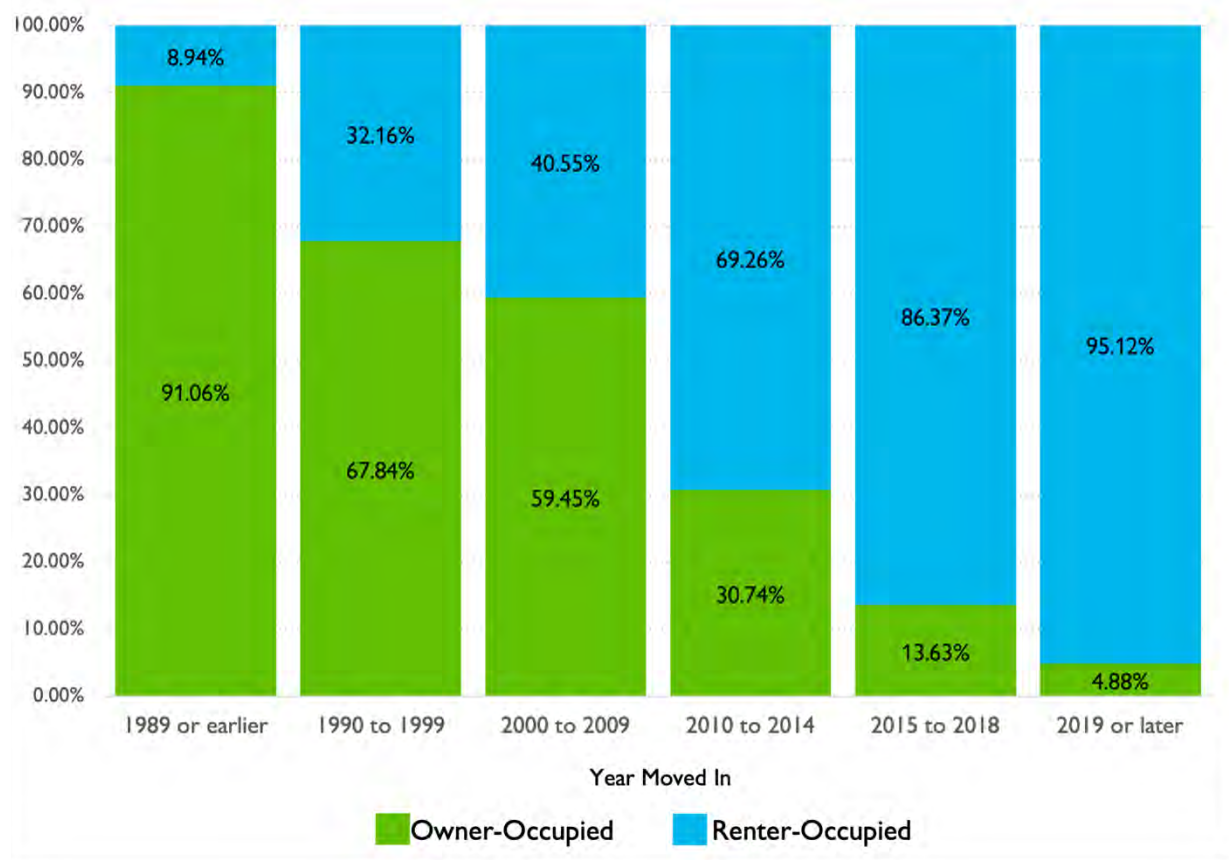
Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25003

The age of a resident—as well as the year the resident moved to the unit, race/ethnicity, household income, and housing type—can influence household tenure rates in a jurisdiction. Shown in Chart B-7, majority of younger residents (34 years and below) are renters in Monterey. While most residents above 60 years and above are owners, it should be noted that about 50.7 percent of those aged 85 years and over are renters. This reflects a need for a variety of housing types for residents of all ages – including group homes and affordable rental as well as ownership units.

**Chart B-7: Monterey Housing Tenure by Age, 2020**

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25007

Ownership rates also change depending on the year the resident has moved into their current residence. Shown in Chart B-8, most residents who have moved to their current residence since 2010 are considered renters, with an increasing share over time. Residents who have lived in their housing units for a longer period (i.e., since 1989) are overwhelming owners. While the trend towards increasing shares of renters started in 2010, it likely that the 2008 financial crisis exacerbated the trend considering the leap from 40.6 percent renters among those who moved in between 2000 to 2009 to 69.3 percent renters among those who moved in between 2010 to 2014.

**Chart B-8: Monterey Housing Tenure by Year Moved to Current Residence**

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25038

As shown in Table B-29, both White (Non-Hispanic and Hispanic) and Asian racial/ethnic groups have comparable percentages of owner-occupied households, coming at 39.6, 38.4, and 37.7 percent, respectively. Black or African American and Hispanic or Latinx also have comparable percentages of owner-occupied households, coming in at 17.3 and 15.9 percentages, which is nearly half less than White and Asian households. Households considered to be American Indian or Alaska Native, Native Hawaiian and Other Pacific Islander, and Other Race (Hispanic and Non-Hispanic) are largely renter-occupied.



**Table B-29: Monterey Housing Tenure by Race/Ethnicity, 2020**

<i>Racial/Ethnic Group<sup>1</sup></i>	<i>Owner-Occupied</i>		<i>Renter-Occupied</i>		<b><i>Total</i></b>
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	
American Indian or Alaska Native (Hispanic and Non-Hispanic)	0	0.00%	92	100.00%	<b>92</b>
Native Hawaiian and Other Pacific Islander (Hispanic and Non-Hispanic)	0	0.00%	94	100.00%	<b>94</b>
Asian (Hispanic and Non-Hispanic)	288	37.70%	476	62.30%	<b>764</b>
Black or African American (Hispanic and Non-Hispanic)	75	17.32%	358	82.68%	<b>433</b>
Hispanic or Latinx	259	15.92%	1,368	84.08%	<b>1,627</b>
Other Race (Hispanic and Non-Hispanic)	17	2.81%	587	97.19%	<b>604</b>
Multiple Races (Hispanic and Non-Hispanic)	114	17.73%	529	82.27%	<b>643</b>
White (Hispanic and Non-Hispanic)	3,745	38.44%	5,998	61.56%	<b>9,743</b>
White, Non-Hispanic	3,520	39.59%	5372	60.41%	<b>8,892</b>

**Notes**

- I. For this table, the Census Bureau does not disaggregate racial groups by Hispanic/Latinx ethnicity. However, data for the white racial group is also reported for white householders who are not Hispanic/Latinx. Since residents who identify as white and Hispanic/Latinx may have very different experiences within the housing market and the economy from those who identify as white and non-Hispanic/Latinx, data for multiple white sub-groups are reported here.

The racial/ethnic groups reported in this table are not all mutually exclusive. Therefore, the data should not be summed as the sum exceeds the total number of occupied housing units for this jurisdiction. However, all groups labelled “Hispanic and Non-Hispanic” are mutually exclusive, and the sum of the data for these groups is equivalent to the total number of occupied housing units.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25003(A-I)

Disparities in tenure are also apparent across different income levels, as might be expected. As ownership is typically more costly than renting, lower-income households are often renters. In Monterey, most lower-income households—those making less than 80 percent of AMI—are renters, while the majority of households making above 100 percent of AMI are owners. See Table B-30 for the complete breakdown by income group. This indicates that homeownership is likely out of reach for many lower-income households. About 44.7 percent of households in Monterey make less than 100 percent of AMI, while majority of households (55.3 percent) make above 100 percent of AMI. Considering the racial/ethnic share of renters in Monterey, especially among Black or African American and Hispanic or Latinx households, this highlights a need to target both economic as well as racial/ethnic disparities to affirmatively further fair housing, which will be further discussed in a separate report.

**Table B-30: Monterey Housing Tenure by Income Level, 2019**

<i>Income Group<sup>1</sup></i>	<i>Owner-Occupied</i>		<i>Renter-Occupied</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
0%-30% of AMI	230	5.11%	865	11.74%
31%-50% of AMI	325	7.22%	930	12.62%
51%-80% of AMI	470	10.44%	1,330	18.05%
81%-100% of AMI	350	7.78%	810	10.99%
Greater than 100% of AMI	3,125	69.44%	3,435	46.61%
<b>Total</b>	<b>4,500</b>	<b>100%</b>	<b>7,370</b>	<b>100%</b>

Note:

- I. Income groups are based on HUD calculations for Area Median Income (AMI). HUD calculates the AMI for different metropolitan areas. The AMI levels in this table are based on the HUD metro area where this jurisdiction is located.

Source: U.S. Department of Housing and Urban Development (HUD), *Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release*

Rates of homeownership also typically depend on the type of housing available. Most detached single-family homes are owner-occupied, see Table B-31. However, a significant share of these units—about 37.4 percent—are renter-occupied. Further, about 66 percent of attached single-family homes are occupied by renters. Majority (91.5 percent) of Monterey’s multifamily housing stock is renter-occupied. As mentioned above, as of 2023, there are no mobile home parks in Monterey.

**Table B-31: Monterey Housing Tenure by Housing Type, 2020**

<i>Housing Type</i>	<i>Owner-Occupied</i>		<i>Renter-Occupied</i>		<b><i>Total</i></b>
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	
Detached Single-Family Homes	3,434	62.6%	2,056	37.4%	<b>5,490</b>
Attached Single-Family Homes	280	34.0%	544	66.0%	<b>824</b>
Multi-Family Housing	516	8.5%	5,534	91.5%	<b>6,050</b>
Mobile Homes	9	100.0%	0	0.0%	<b>9</b>
Boat, RV, Van, or Other	0	0.0%	0	0.0%	<b>0</b>
<b>Total</b>	<b>4,239</b>	<b>-</b>	<b>8,134</b>	<b>-</b>	<b>12,373</b>

Source: U.S. Census Bureau, *American Community Survey 5-Year Data (2015-2019), Table S2504*

## HOUSING VACANCY

Housing vacancy rates provide one metric to assess the balance between the supply and demand of housing in a region. Low vacancy rates occur when demand outpaces the supply of housing, while high vacancy rates indicate an oversupply of housing. Housing costs also tend to be higher with low vacancy rates. Estimates from the 2016-2020 indicate that 1,242 (9.2 percent) out of the 13,615 housing units in the city were vacant, which is lower than in the county (9.8 percent), as shown in Table B-32.

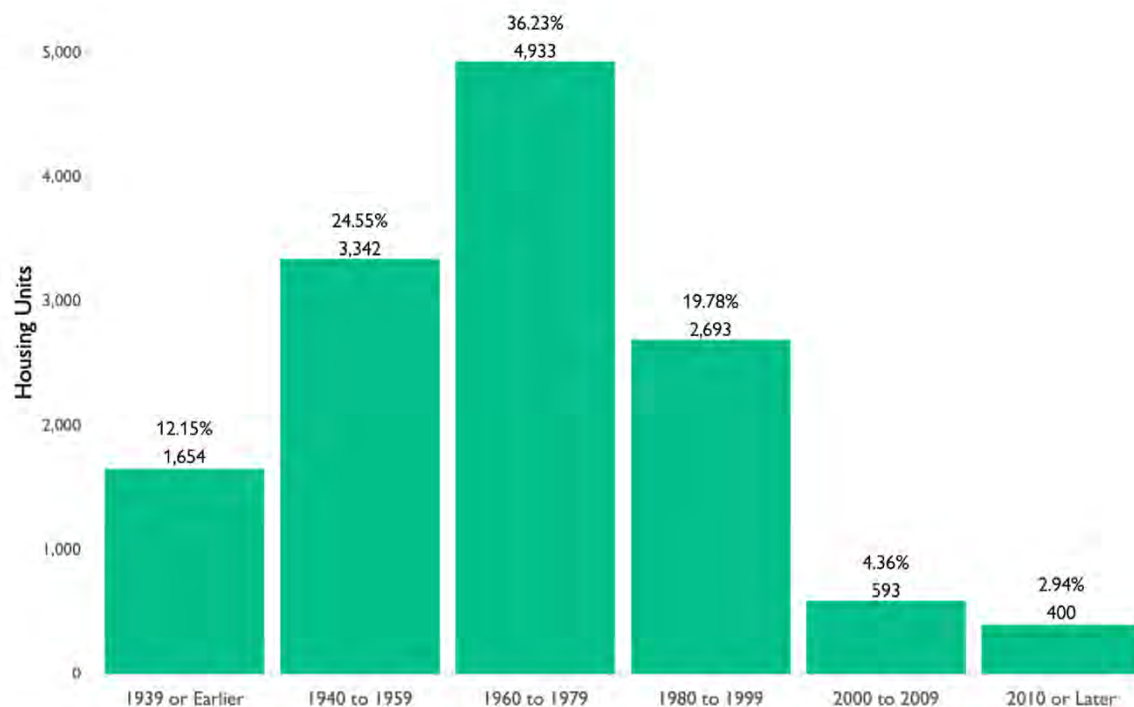
**Table B-32: Monterey Vacant Units by Type, 2020**

Vacancy Status	Monterey		Monterey County	
	Number	Percent	Number	Percent
For Rent	287	23.11%	2308	16.60%
For Sale	0	0.00%	679	4.88%
For Seasonal, Recreational, Or Occasional Use	714	57.49%	6666	47.93%
Other Vacant	149	12.00%	3264	23.47%
Rented, Not Occupied	92	7.41%	425	3.06%
For migrant workers	0	0.00%	63	0.45%
Sold, Not Occupied	0	0.00%	502	3.61%
<b>Total Vacant Housing Units</b>	<b>1,242</b>	<b>9.12%</b>	<b>13,907</b>	<b>9.79%</b>
<b>Total Housing Units</b>	<b>13,615</b>		<b>141,910</b>	

Source: American Community Survey 5-Year Data (2016-2020), Table B25004

## AGE OF HOUSING STOCK

The condition of the housing stock, including the age of buildings and units that may be in substandard condition, is also an important consideration in a community's housing needs. In Monterey, about 72.9 percent of the housing stock was constructed prior to 1980 and is over 40 years old. About 7.3 percent of the housing stock has been constructed since 2000, with only 2.9 percent constructed since 2010. See Chart B-9 for the age of Monterey's housing stock as of 2020. This decrease in housing production is the result of the Cease-and-Desist Order regarding water consumption issued October 20, 2009

**Chart B-9: Age of Monterey Housing Stock, 2020**

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25034



A high proportion of older buildings, especially those built more than 30 years ago, may indicate that substantial housing conditions may be an issue. Housing is considered substandard when physical conditions are determined to be below the minimum standards of living, as defined by Government Code Section 17920.3. A building is considered substandard if any of the following conditions exist:

- Inadequate sanitation
- Structural hazards
- Nuisances
- Faulty weather protection
- Fire, safety or health hazards
- Inadequate building materials
- Inadequate maintenance
- Inadequate exit facilities
- Hazardous wiring, plumbing or mechanical equipment
- Improper occupation for living, sleeping, cooking, or dining purposes
- Inadequate structural resistance to horizontal forces
- Any building not in compliance with Government Code Section 13143.2

## UNITS IN NEED OF REPLACEMENT AND REHABILITATION

Any household living in substandard conditions is considered in need of assistance, even if they are not actively seeking alternative housing arrangements. Estimating the number of substandard units can be difficult, but the lack of certain infrastructure and utilities can often be an indicator of substandard conditions. According to the City's 2015-2023 Housing Element, there are approximately 880 housing units experiencing serious deterioration, 2,140 in decline, and 4,830 will require maintenance, though not immediately urgent. As noted in Chart B-9, the portion of older housing units in Monterey, about 72.9 percent of the housing stock was constructed prior to 1980 and is over 40 years old. Approximately 75 percent of all units built before 1979 could potentially contain lead-based paint, which may pose a human health hazard.<sup>3</sup>

According to 2020 ACS, as shown in Table B-33 about 0.2 percent of owners lack complete kitchen facilities while 1 percent of renters do. Further, approximately 1.2 percent of owners lack complete plumbing facilities while 0 percent of renters do. In total, there are 49 occupied housing units with incomplete plumbing facilities and 91 units with incomplete kitchen facilities.

**Table B-33: Monterey Substandard Housing Issues, 2020**

<i>Building Amenity</i>	<i>Owner</i>		<i>Renter</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Incomplete Kitchen Facilities	8	0.2%	83	1.0%
Incomplete Plumbing Facilities	49	1.2%	0	0.0%
No telephone service available	0	0.0%	52	0.6%

*Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25053, Table B25043, Table B25049*

<sup>3</sup> Community Development Block Grant 2020-2024 Consolidated Plan & 2020-2021 Annual Action Plan, City of Monterey, 2020.

Given that preservation costs are lower than replacement costs, the updated Housing Element should include programs aimed at facilitating preservation and rehabilitation to maintain affordability in addition to the City's Housing Rehabilitation Program. Most residential structures begin to show signs of deterioration as they approach 30 years, and often begin to require rehabilitation work to their major components, such as roofing, siding, plumbing, and electrical systems. As shown in Chart B-8, in Monterey, about 72.9 percent of the housing stock was constructed prior to 1980 and is over 40 years old. This indicates that a focus on programs to assist with maintenance should be an important part of the housing approach in the city.

## **Housing Costs and Affordability**

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Several housing market characteristics, like high levels of cost burden or overcrowding, may indicate high housing costs and a lack of affordability within a community. This section summarizes housing costs in Monterey and assesses the extent to which housing is affordable for residents of the city.

### **HOUSING AFFORDABILITY AND HOUSEHOLD INCOME**

Housing affordability can be estimated by comparing the cost of renting or owning a home in Monterey with the maximum affordable housing costs to households at different income levels. In evaluating affordability, the maximum affordable price refers to the maximum amount that could be afforded by households in the upper range of their respective income category. Households in the lower end of each category can afford less in comparison. The maximum affordable home and rental prices for residents of Monterey are shown in Table B-34. This table shows what type of household can afford what size and type of housing. The affordability of the city's housing stock by tenure and income group is discussed below. HCD has estimated the 2023 Monterey County AMI to be \$100,400 which is an increase of 46.1 percent from the 2014 median income of \$68,700.

**Table B-34: City of Monterey Housing Affordability by Income Group**

Household Size	AMI Limits <sup>1</sup>	Affordable Payment <sup>2</sup>		Housing Costs		Maximum Affordable Price		
		Renter	Owner	Utilities	Taxes & Insurance	Renter	Owner <sup>5</sup>	
				Renter <sup>3</sup>	Owner	Owner <sup>4</sup>		
<b>Extremely-Low-Income (&lt;30% AMI)</b>								
1 Person (Studio)	\$25,300	\$633	\$633	\$247	\$247	\$221	\$386	\$30,403
2 Person (1 Bedroom)	\$28,900	\$723	\$723	\$265	\$265	\$253	\$458	\$37,720
3 Person (2 Bedroom)	\$32,500	\$813	\$813	\$319	\$319	\$284	\$494	\$38,703
4 Person (3 Bedroom)	\$36,100	\$903	\$903	\$405	\$405	\$316	\$498	\$33,539
5 Person (4 Bedroom)	\$39,000	\$975	\$975	\$477	\$477	\$341	\$498	\$28,958
<b>Very-Low-Income (31%-50% AMI)</b>								
1 Person (Studio)	\$42,150	\$1,054	\$1,054	\$247	\$247	\$369	\$807	\$80,804
2 Person (1 Bedroom)	\$48,200	\$1,205	\$1,205	\$265	\$265	\$422	\$940	\$95,544
3 Person (2 Bedroom)	\$54,200	\$1,355	\$1,355	\$319	\$319	\$474	\$1,036	\$103,721
4 Person (3 Bedroom)	\$60,200	\$1,505	\$1,505	\$405	\$405	\$527	\$1,100	\$105,750
5 Person (4 Bedroom)	\$65,050	\$1,626	\$1,626	\$477	\$477	\$569	\$1,149	\$107,026
<b>Low-Income (51%-80% AMI)</b>								
1 Person (Studio)	\$67,450	\$1,686	\$1,686	\$247	\$247	\$590	\$1,440	\$156,704
2 Person (1 Bedroom)	\$77,100	\$1,928	\$1,928	\$265	\$265	\$675	\$1,663	\$182,142
3 Person (2 Bedroom)	\$86,750	\$2,169	\$2,169	\$319	\$319	\$759	\$1,850	\$201,248
4 Person (3 Bedroom)	\$96,350	\$2,409	\$2,409	\$405	\$405	\$843	\$2,004	\$214,159
5 Person (4 Bedroom)	\$104,100	\$2,603	\$2,603	\$477	\$477	\$911	\$2,126	\$224,012
<b>Moderate-Income (81%-120% AMI)</b>								
1 Person (Studio)	\$85,350	\$2,134	\$2,489	\$247	\$247	\$871	\$1,887	\$253,009
2 Person (1 Bedroom)	\$96,400	\$2,410	\$2,812	\$265	\$265	\$984	\$2,145	\$288,231
3 Person (2 Bedroom)	\$108,450	\$2,711	\$3,163	\$319	\$319	\$1,107	\$2,393	\$320,471
4 Person (3 Bedroom)	\$120,500	\$3,013	\$3,515	\$405	\$405	\$1,230	\$2,608	\$346,747
5 Person (4 Bedroom)	\$130,150	\$3,254	\$3,796	\$477	\$477	\$1,329	\$2,777	\$367,059

1. AMI limits based on 2023 HCD Income Limits, interest rate assumptions derived from 30-Year Fixed Rate Zillow estimates for California (as of September 15, 2022). Down payment derived from 2019 median down payment for first-time buyers per the National Association of Realtors Research Group Downpayment Expectations & Hurdles to Homeownership April 2020 report. The 2023 Monterey County AMI is \$100,400.

2. Affordable monthly payment for renters and owners is assumed to be one-twelfth of 30% of median income applicable for the number of bedrooms. The exception is moderate-income owners, whose affordable payment is assumed to be one-twelfth of 35% of median income applicable for the number of bedrooms as specified by HCD, pursuant to HSC 50052.5(b)(4)

3. Utilities are estimated according to the 2022 Monterey County Housing Authority Utility Allowance Schedule. Estimates are based on the combined average cost of gas and electric heating, cooking and water heating, as well as other electric, water, trash collection, sewer, air conditioning, refrigeration, and range/microwave across all unit types (i.e., elevator/high-rise/apartment/walk-up (multi-family), detached house/single-family dwelling, mobile/manufactured home, & row house/townhouse).

4. Taxes and insurance are assumed to be 35% of monthly affordable housing costs

5. Assumed 30-year amortization, 5.84% interest rate, 6.0% down payment and closing costs equal to 2% of the sale price.

Source: HCD State Income Limits, 2023; Monterey Housing Authority Utility Allowance Schedule, 2022; Zillow Mortgage Rates, September 2022; National Association of Realtors Research Group, Downpayment Expectations & Hurdles to Homeownership, April 2020; Dyett & Bhatia, 2022



## HOUSING MARKET COST TRENDS

### Rental

In 2020, according to ACS estimates, the median contract rent in Monterey was \$1,777. According to the Census, contract rent is the monthly rent agreed upon regardless of any furnishings, utilities or services that may be included. Data regarding contract rent excludes units for which no cash rent is paid. Table B-35 illustrates that rent in the City is substantially higher than the county during the same year. Rents in the City and the county were substantially increased between the 2010 and 2020 period, increasing by about 50.8 percent and 41.3 percent, respectively.

**Table B-35: Monterey and Regional Area Rents<sup>1</sup>, 2010 – 2020**

<i>Jurisdiction</i>	<i>2010 Median Contract Rent</i>	<i>2015 Median Contract Rent</i>	<i>2020 Median Contract Rent</i>
Monterey	\$1,178	\$1,402	\$1,777
Monterey County	\$1,033	\$1,147	\$1,460

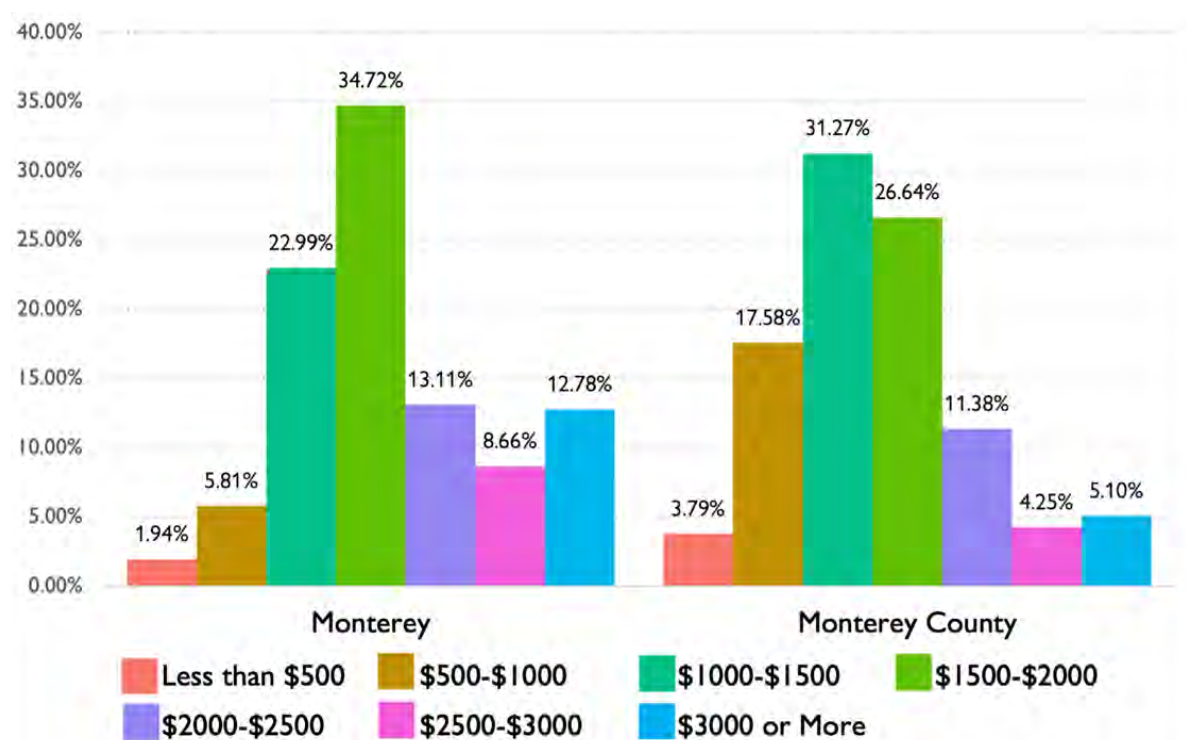
**Notes**

- I. County and regional counts are weighted averages of jurisdiction median using rental unit counts from the relevant year.

Source: U.S. Census Bureau, American Community Survey 5-Year Data releases, starting with 2006-2010 through 2016-2020, B25058

The distribution of contract rent by region is provided by ACS. As demonstrated in Chart B-10, most (65.5 percent) renter-occupied units in the City have contract rents below \$2,000. Similarly, majority of Monterey County (79.3 percent) also have contract rents below \$2,000.

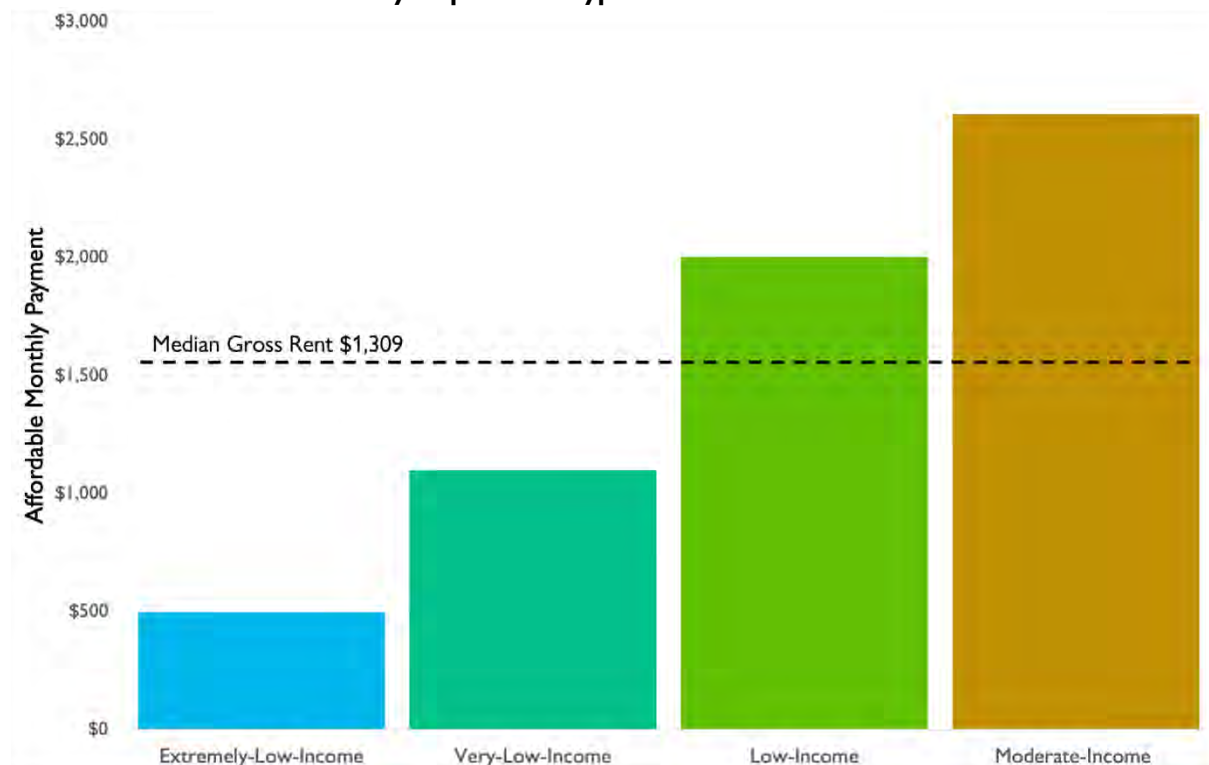
**Chart B-10: Contract Rents for Renter-Occupied Units, 2020**



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25056

According to the gross rental estimates (i.e., including utilities and other costs) from Table B-35 above and monthly affordable payments presented in Table B-34, extremely-low-income households in Monterey would not be able to afford to rent an appropriately sized unit. However, larger extremely-low-income households could afford to rent a unit with fewer bedrooms – for instance, a four-person household could afford to rent a two-bedroom unit. This mismatch may be one of the causes behind the city’s relatively high rate of overcrowding. All other income levels, including low- and very-low-income households, would be able to afford to rent an appropriately sized unit. Chart B-11 demonstrates this affordability gap for the typical extremely-low-income household, which may require subsidies to ensure housing affordability.

**Chart B-11: Rental Affordability Gap for the Typical Household**

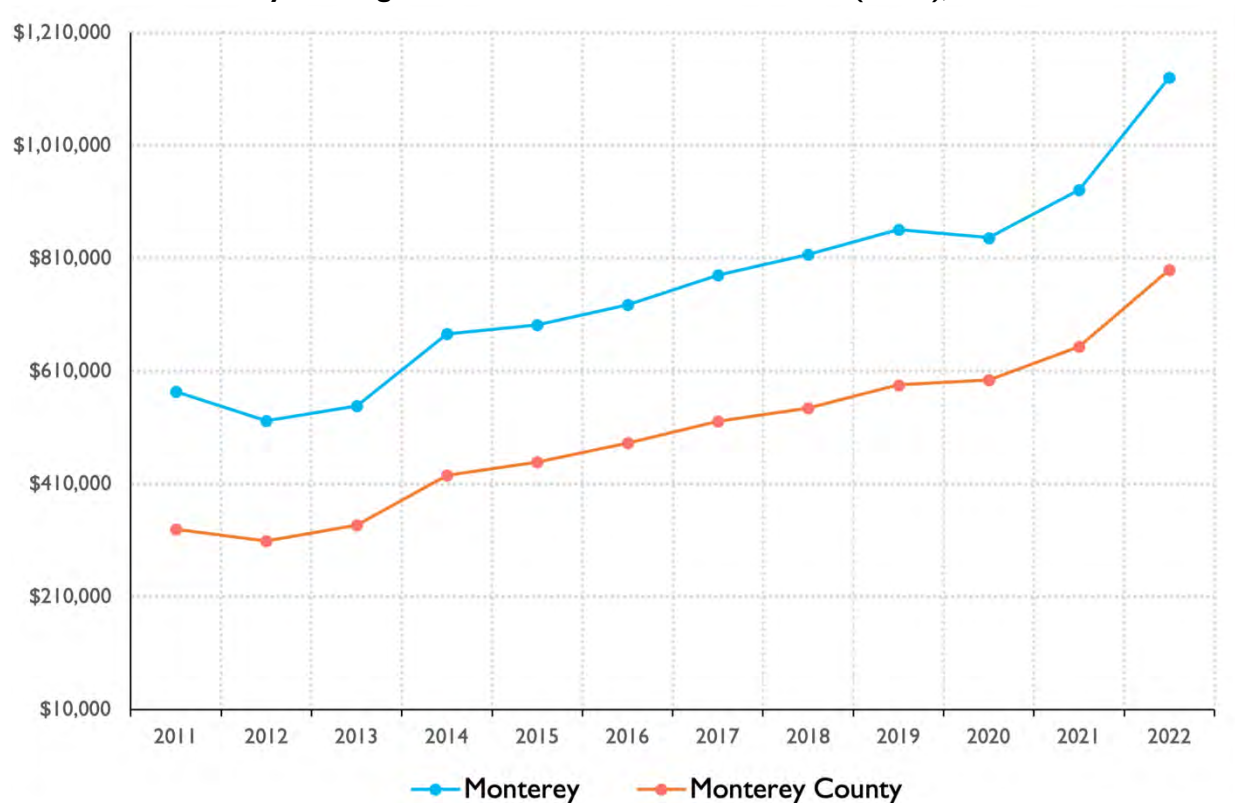


Note: The typical household is a four-person, three-bedroom housing unit.

Source: IPUMS USA, 2015-2019 ACS; Dyett & Bhatia, 2021

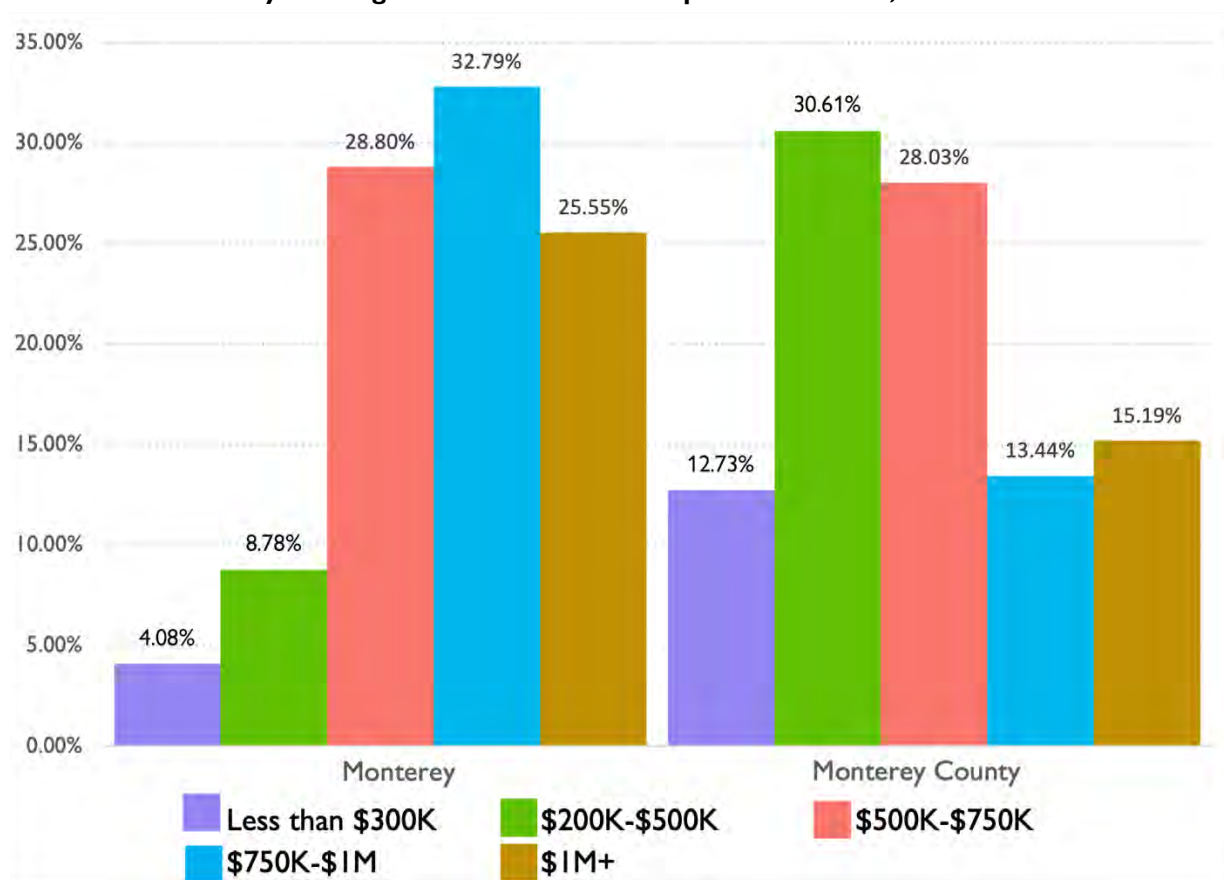
## Ownership Costs

Like many cities in the California, housing costs in Monterey have continued to rise over the last two decades. Home values are tracked using the Zillow Home Value Index (ZHVI), which is a smoothed, seasonally adjusted measure of the typical value for homes in the 35th to 65th percentile range. The regional ZHVI estimate is a household-weighted average of county-level ZHVI files, where household counts are yearly estimates from DOF’s E-5 series. As demonstrated in Chart B-12, home values in the City have followed the same upward trend as Monterey County, though home values in the City are 30 percent more on average than in the county. Home values have continuously risen in the city and county since 2012, reaching nearly \$1,130,600 in Monterey by January 2022.

**Chart B-12: Monterey and Regional Area Zillow Home Value Index (ZHVI), 2001 – 2022**

In addition to the ZHVI, ACS provides estimates of home values for owner-occupied units. Shown in Chart B-13, this data confirms the similarity in home value across the region as indicated by the ZHVI. The ZHVI estimates the typical household is valued over \$1,130,600, and the ACS similarly indicates that a quarter (about 25.5 percent) are valued at \$1,000,000 or more. Given that housing costs have risen since the 2020 ACS, the 2022 ZHVI will be used to estimate housing value in the City of Monterey—although it should be noted that this may slightly overestimate housing cost.



**Chart B-13: Monterey and Regional Area Owner-Occupied Unit Values, 2020**

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table S2507

The ZHVI tracks a variety of types of owner-occupied housing units, including both single-family homes and condominiums. Table B-36 provides a breakdown of the ZHVI by housing type and size between 2011 and 2022. In total, housing value has increased by about 97.10 percent between 2011 and 2022. Three-bedroom units in particular have seen a high increase in value by about 100.2 percent during the period. As of 2022, the highest value housing type in Monterey is a five-bedroom or greater housing unit at \$2,271,239.

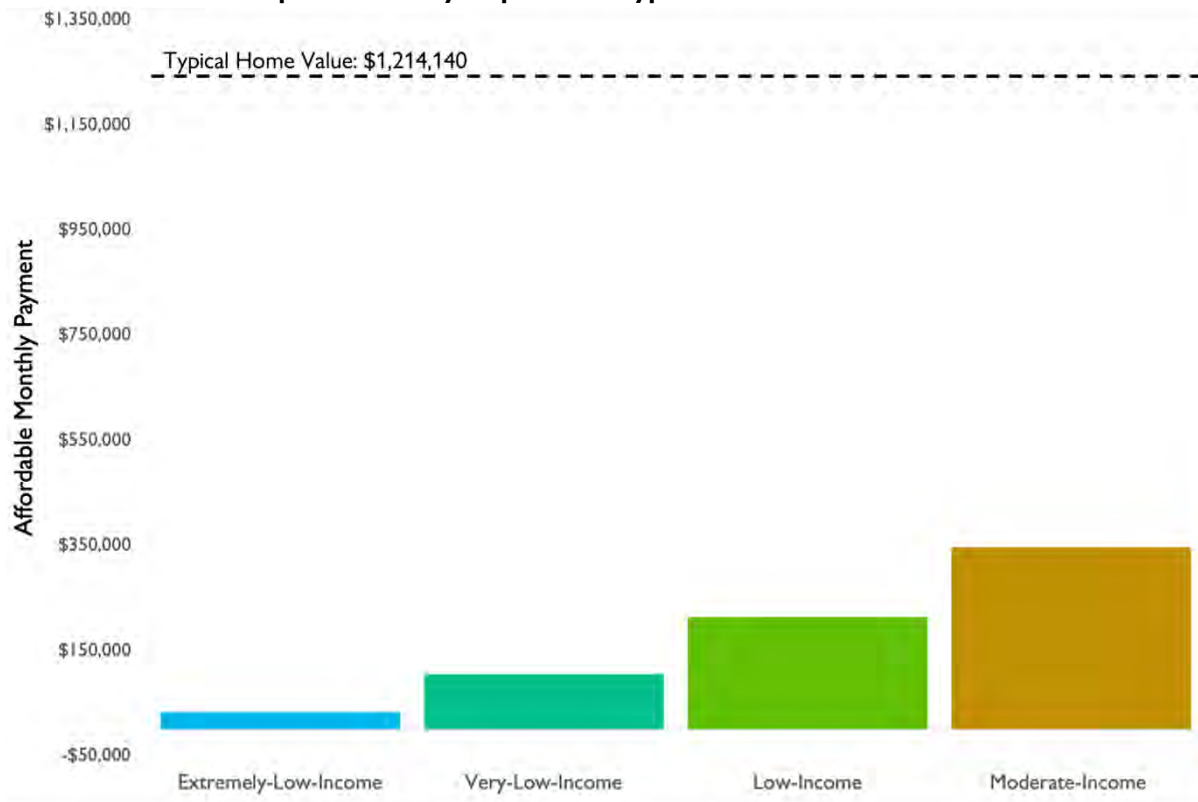
**Table B-36: Monterey Zillow Home Value Index (ZHVI), 2011 – 2022**

Jurisdiction	January 2011 ZHVI	January 2022 ZHVI	Percent Change (2011-2022)
Total	573,603	1,130,599	97.10%
Single-Family	614,174	1,206,846	96.50%
Condo	355,771	641,695	80.37%
1 Bedroom	314,377	590,731	87.91%
2 Bedrooms	448,098	885,421	97.60%
3 Bedrooms	609,608	1,220,362	100.19%
4 Bedrooms	886,319	1,630,253	83.94%
5+ Bedrooms	1,342,300	2,271,239	69.21%

Source: Zillow Home Value Index, January 2011 and January 2022

Given the ZHVI estimates provided in Table B-36 and housing affordability levels from Table B-34, it is apparent that no lower-income household can afford a home at an appropriate size. Some larger households may be able to afford units that have fewer bedrooms, which would lead to overcrowding. For instance, a four-person low-income household would be able to afford a \$198,159 unit, which would only be sufficient to purchase a one-bedroom unit per the ZHVI. Moderate-income households would also not be able to afford to purchase a home at the appropriate size. This demonstrates a serious affordability gap for all households in the city, as households generally would not be able to afford to buy a home without significant subsidy. Increased housing production for a range of housing types would also help to increase affordability, but this analysis shows that housing is generally only affordable to households making more than 100 percent of AMI. Chart B-14 visualizes the affordability gap for the typical household, which is defined as a four-person household living in a three-bedroom housing unit.

**Chart B-14: Ownership Affordability Gap for the Typical Household**



Note: The typical household is a four-person, three-bedroom housing unit

Source: Zillow Home Value Index, December 31, 2020; Dyett & Bhatia, 2022

## **COST BURDEN**

Cost burden, or overpayment, is defined as monthly shelter costs in excess of 30 percent of a household's income. Severe cost burden is defined as paying over 50 percent of household income for shelter costs. Shelter cost is defined as the monthly owner costs (mortgages, deed of trust, contracts to purchase or similar debts on the property and taxes, insurance on the property, and utilities) or the gross rent (contract rent plus the estimated monthly cost of utilities). HUD Comprehensive Housing Affordability Strategy (CHAS) data provides estimates of cost burden by tenure and income category. Estimates use the HUD Area Median Family Income (HAMFI) to determine overpayment. HAMFI is the median family income calculated by HUD for each jurisdiction in order to determine Fair Market Rents (FMRs) and income limits for HUD programs. HAMFI is not necessarily equivalent to other median income calculations due to a series of adjustments made by HUD.

According to 2015-2019 CHAS estimates, a total of 2,659 households experience cost burden (22.7 percent) while an additional 2,480 households experience severe cost burden (21.1 percent). This means that a little less than half of all households in the city experience some level of cost burden. Of the 5,139 households experiencing some level of cost burden, 1,764 of them are considered moderate- or above-moderate-income and 1,350 of them are considered lower-income. Thus, cost burden is not limited to lower income households.

Further, renters are particularly impacted by cost burden, as, unlike homeowners, they cannot build equity with their homes. Renters in Monterey tend to have higher rates of cost burden than owners – for instance, 52.3 percent of all renters experience some level of cost burden while only 30.1 percent of owners do. Rates are further unevenly distributed between renters and owners by income level, as evident in Table B-37 below.

## **OVERCROWDED HOUSEHOLDS**

According to the U.S. Census, overcrowding occurs where there is more than 1.01 persons per room (excluding bathrooms and kitchens) in an occupied housing unit and severe overcrowding occurs when there is more than 1.5 persons per room. Overcrowding typically occurs when there is an inadequate supply of affordable housing. As shown in Table B-38, 664 out of 12,373 occupied housing units in the city were either overcrowded or severely overcrowded (5.4 percent). This is lower than the rate in Monterey County (13.6 percent).

Further, renters tend to experience overcrowding more often than owners. As shown in Chart B-15, about 1.3 percent of renter-occupied households experience overcrowding and 6.55 percent experience severe overcrowding. By contrast less than 1 percent of owner-occupied households any level of overcrowding.



**Table B-37: Cost-Burdened Households in Monterey by Income and Tenure<sup>1</sup>**

Income Category	Renters		Owners		Total Households <sup>2</sup>	
	Number	Percent	Number	Percent	Number	Percent
<b>Extremely-Low-Income (Under 30% HAMFI<sup>3</sup>)</b>						
No Cost Burden/Not Computed	95	1.31%	10	0.22%	105	0.89%
Cost Burden	15	0.21%	45	1.00%	60	0.51%
Severe Cost Burden	630	8.70%	165	3.68%	795	6.78%
<b>Very-Low-Income (30% - 50% HAMFI)</b>						
No Cost Burden/Not Computed	64	0.88%	25	0.56%	89	0.76%
Cost Burden	220	3.04%	165	3.68%	385	3.28%
Severe Cost Burden	650	8.97%	135	3.01%	785	6.69%
<b>Low-Income (50% - 80% HAMFI)</b>						
No Cost Burden/Not Computed	250	3.45%	195	4.34%	445	3.79%
Cost Burden	770	10.63%	55	1.23%	825	7.03%
Severe Cost Burden	310	4.28%	215	4.79%	525	4.47%
<b>All Lower-Income (Under 80% HAMFI)</b>						
No Cost Burden/Not Computed	409	5.65%	230	5.12%	639	5.45%
Cost Burden	1,005	13.87%	265	5.90%	1,270	10.83%
Severe Cost Burden	1,590	21.95%	515	11.48%	2,105	17.94%
<b>Moderate- and Above-Moderate-Income (Over 80% HAMFI)</b>						
No Cost Burden/Not Computed	3,045	42.03%	2,909	64.82%	5,954	50.75%
Cost Burden	1,005	13.87%	384	8.56%	1,389	11.84%
Severe Cost Burden	190	2.62%	185	4.12%	375	3.20%
<b>All Income Groups</b>						
No Cost Burden/Not Computed	3,454	47.68%	3,139	69.94%	6,593	56.20%
Cost Burden	2,010	27.75%	649	14.46%	2,659	22.66%
Severe Cost Burden	1,780	24.57%	700	15.60%	2,480	21.14%

## Notes

1. According to HUD, households spending 30 percent or less of their income on housing expenses have no cost burden, households spending 31 to 50 percent of their income have cost burden, and households spending 51 percent or more of their income have severe cost burden.
2. Discrepancies in sums are due to rounding errors.
3. HUD Area Median Family Income (HAMFI).

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release

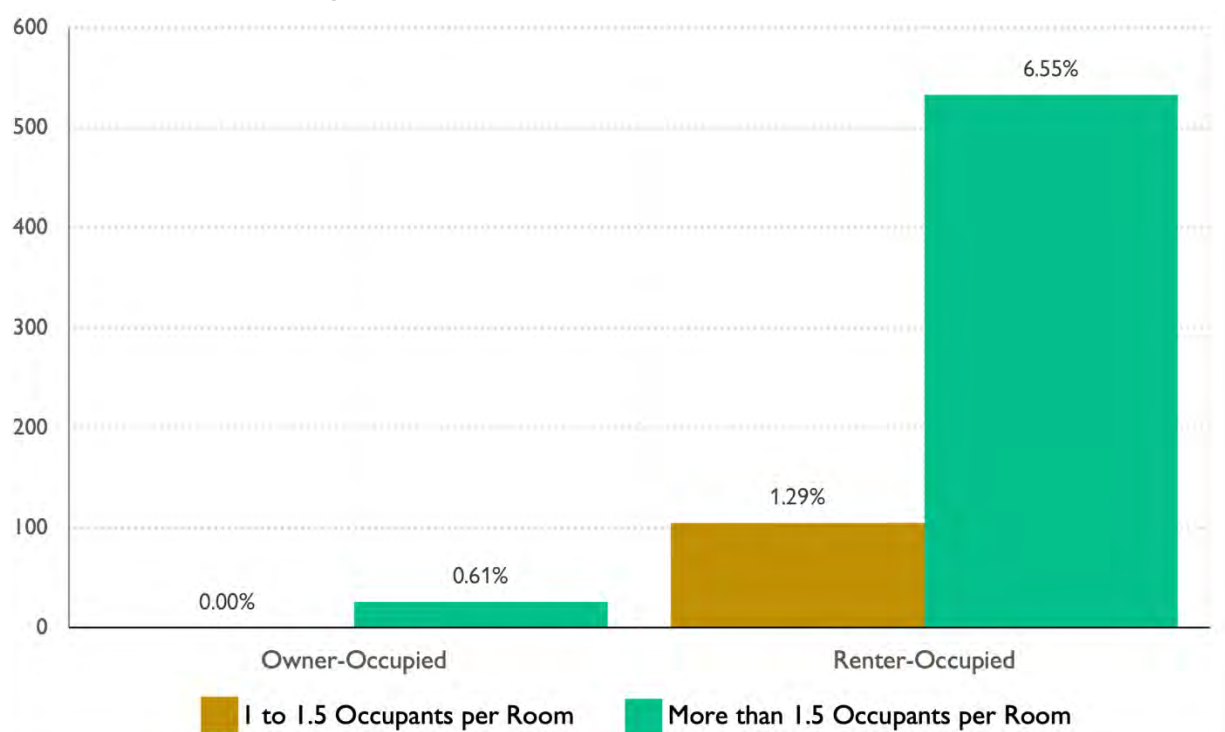
**Table B-38: Overcrowding<sup>1</sup> Severity by Region**

Region	Not Overcrowded		Overcrowded		Severely Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
Monterey	11,709	94.6%	105	0.8%	559	4.5%
Monterey County	110,606	86.4%	11,257	8.8%	6,140	4.8%

## Notes

1. The Census Bureau defines an overcrowded unit as one occupied by 1.01 persons or more per room (excluding bathrooms and kitchens), and units with more than 1.5 persons per room are considered severely overcrowded.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25014

**Chart B-15: Overcrowding by Tenure and Severity in the City of Monterey**

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25014

Typically, in California, renters experience higher rates of overcrowding than homeowners because they are more likely to be lower income than are homeowners. Lower-income households in the city (those making less than 80 percent of AMI), generally tend to have higher rates of overcrowding. For instance, as shown in Table B-39, among extremely-low-income households (i.e., those making less than 30 percent of AMI) 3.7 percent are considered overcrowded while 5 percent are severely overcrowded. Among households making between 31 to 50 percent of AMI and 51 to 80 percent of AMI, 2.4 percent and 3.8 percent are considered severely overcrowded. This may reflect a lack of both affordable housing and housing to meet the needs of all income levels.

Like tenure, rates of overcrowding are unevenly distributed by race/ethnicity. Chart B-16 below demonstrates the breakdown of overcrowding within various racial/ethnic groups. According to the Census Bureau, it “does not disaggregate racial groups by Hispanic/Latinx ethnicity. Since residents who identify as white and Hispanic/Latinx may have very different experiences within the housing market and the economy from those who identify as white and non-Hispanic/Latinx, data for multiple white sub-groups are reported here.” In addition, “[t]he racial/ethnic groups reported in this table are not all mutually exclusive. Therefore, the data should not be summed as the sum exceeds the total number of occupied housing units for this jurisdiction. However, all groups labelled ‘Hispanic and Non-Hispanic’ are mutually exclusive, and the sum of the data for these groups is equivalent to the total number of occupied housing units.”

**Table B-39: Overcrowding<sup>1</sup> by Income Level and Severity in the City of Monterey**

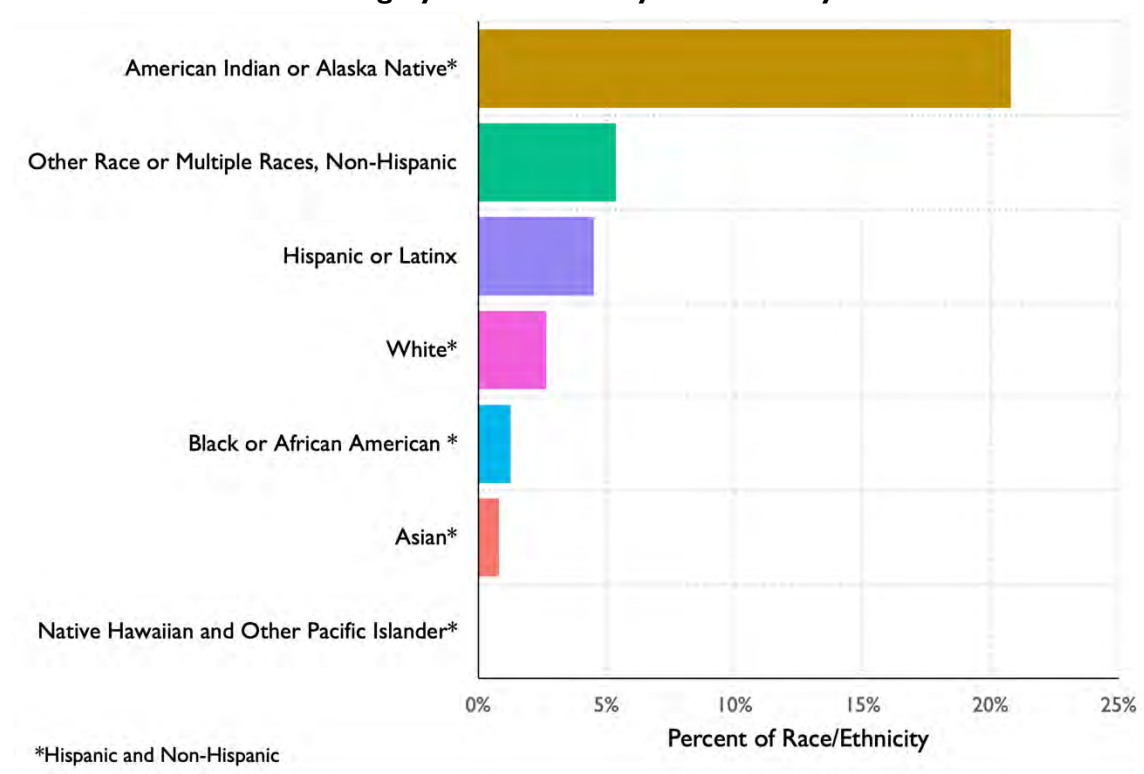
Income Group	Overcrowded		Severely Overcrowded	
	Number	Percent	Number	Percent
0%-30% of AMI	40	3.65%	55	5.02%
31%-50% of AMI	0	0.00%	30	2.39%
51%-80% of AMI	20	1.11%	69	3.83%
81%-100% of AMI	25	2.16%	122	10.52%
Greater than 100% of AMI	25	0.38%	210	3.20%

**Notes**

1. The Census Bureau defines an overcrowded unit as one occupied by 1.01 persons or more per room (excluding bathrooms and kitchens), and units with more than 1.5 persons per room are considered severely overcrowded.
2. Income groups are based on HUD calculations for Area Median Income (AMI). HUD calculates the AMI for different metropolitan areas. The AMI levels in this table are based on the HUD metro area where this jurisdiction is located.

Source: American Community Survey 5-Year Data (2016-2020), Table B25004

Overcrowding is most prevalent among American Indian or Alaska Native, Other Races, and Hispanic or Latinx households as 20.8 percent, 5.3 percent, and 4.5 percent of each group experiences overcrowding, respectively. Overcrowding rates are comparable for White, non-Hispanic households (2.65 percent), Black or African American households of any ethnicity (1.26 percent), and for Asian households (0.81 percent).

**Chart B-16: Overcrowding by Race/Ethnicity in Monterey**

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B2501



## Assisted Housing at Risk of Conversion

### AVAILABILITY OF SUBSIDIZED HOUSING

State Housing Element law requires that communities identify the status of assisted low-income rental units that are “at risk” of conversion to market rent status within ten years of the statutory mandated update of the Housing Element (from January 2023 to January 2031). The California Housing Partnership (CHP) estimates that there are 5,864 low-income rental units in Monterey County. Table B-39 shows that while most units in the county are at low risk of conversion, there are 64 units (0.09 percent) at moderate risk, 345 units (5.3 percent) at high risk, and 0 units (0 percent) at very high risk. There are no assisted units with covenants expiring within the planning period; however, there are 117 subsidized rental housing in the City at risk of conversion to market rate within ten years of the planning period as shown in Table B-40. Shown on Table B-41, Monterey’s assisted housing inventory includes El Estero, Portola Vista, Montecito/Watson, and Dela Vina Apartments. While California Housing Partnership’s Preservation Database is the state’s most comprehensive source of information on subsidized affordable housing at risk of losing its affordable status and converting to market-rate housing, this database does not include all deed-restricted affordable units in the state. Consequently, there may be at-risk assisted units in the city that are not captured in this data table.

**Table B-40: Assisted Units at Risk of Conversion**

Risk Level <sup>I</sup>	Monterey		Monterey County	
	Number	Percent	Number	Percent
Low	142	0.01%		
Moderate	0	0%	64	0.09%
High	0	0%	345	5.34%
Very High	0	0%	0	0%
<b>Total</b>	<b>142</b>		<b>409</b>	

**Notes**

I. California Housing Partnership uses the following categories for assisted housing developments in its database:

- Low Risk: affordable homes that are at-risk of converting to market rate in 10+ years and/or are owned by a large/stable non-profit, mission-driven developer.
- Moderate Risk: affordable homes that are at-risk of converting to market rate in the next 5-10 years that do not have a known overlapping subsidy that would extend affordability and are not owned by a large/stable non-profit, mission-driven developer.
- High Risk: affordable homes that are at-risk of converting to market rate in the next 1-5 years that do not have a known overlapping subsidy that would extend affordability and are not owned by a large/stable non-profit, mission-driven developer.
- Very-High Risk: affordable homes that are at-risk of converting to market rate within the next year that do not have a known overlapping subsidy that would extend affordability and are not owned by a large/stable non-profit, mission-driven developer.

Source: California Housing Partnership, Preservation Database, 2022

Per HCD guidance, local jurisdictions must also list the specific affordable housing developments at risk of converting to market rate uses to supplement the aggregate numbers provided in Table B-40. The assisted housing inventory is available in Table B-41 below. Several of these units are restricted for affordable use through the City’s Inclusionary Housing Program. Another large portion of these units are owned by nonprofits that provide housing for special needs groups.

**Table B-41: Monterey Assisted Housing Inventory**

<i>Project Name</i>	<i>Project Address</i>	<i>Project Type</i>	<i>Total Units</i>	<i>Affordable Units</i>	<i>Date Constructed</i>	<i>Affordability End Date</i>
Portola Vista	20 Del Monte Avenue	Seniors 62+ and/or Disabled	64	64		1/31/2033
Montecito Apartments – Public Housing	242 Montecito Street	Family	8	8		6/30/2036
Watson Apartments – Public Housing	531 Watson Street	Family	5	5		6/30/2036
Van Buren Senior Housing	613 Van Buren Street	Seniors	19	18		2070
El Estero Senior Housing	151 Park Avenue	Seniors	26	26		8/31/2035
Casa de Los Robles	504 W. Franklin Street	Special Needs	6	6		2049
Dela Vina Apartments	345 Dela Vina Avenue	Family	14	14		9/30/2038
<b>Total</b>			<b>142</b>	<b>141</b>		

Source: Housing Authority of Monterey, 2022, Community Development Block Grant 2020-2024 Consolidated Plan, & 2020-2021 Annual Action Plan, City of Monterey, 2020

## COST ANALYSIS

State law requires the analysis of at-risk housing to identify “the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use, and an estimated cost of preserving the assisted housing developments.” The typical development cost of affordable housing projects in the City of Monterey is about \$429,217 per unit. Estimates are derived from the average projected development costs per unit provided in recent California Tax Credit Allocation Committee (TCAC) project tax credit applications, see Table B-42. If the 117 units identified by the CHP as facing some level of risk converted to market rate housing during the 10-year period, the total replacement cost would be about \$50,218,389.

**Table B-42: Typical Development Costs of Affordable Housing**

<i>Project Name</i>	<i>TCAC Application Year</i>	<i>Per Unit Cost<sup>1</sup></i>
Van Buren Senior Housing	2016	\$429,217.11

1. Derived from stated “true cash per unit cost” or “effective per unit costs”, where applicable, in TCAC project applications.

Source: California Tax Credit Allocation Committee, Project Staff Reports, 2016

The cost of preservation for the typical affordable housing project can be estimated by finding the difference between fair market rent and affordable rent. As shown in Table B-34 the affordable monthly rental payment for a very-low-income, four-person household in Monterey is \$1,421. In fiscal year 2021 the HUD Fair Market Rent (FMR), or gross rent estimate, in the Salinas, CA HUD Metro FMR area for a three-bedroom unit was \$2,566. The difference between these two prices is about \$1,145 in Monterey. Given this gap, the

total cost of preserving all 117 low-risk units through covenants would be approximately \$133,965 per month or \$1,607,580 per year. This translates to a cost of \$16,075,800 over the 10-year period, or \$137,400 per unit, which is less than the cost per unit of a new affordable housing development, as seen on Table B-42. Though there are no at-risk units in Monterey during the planning period of 2023-2031, there are 117 assisted units at risk of conversion within ten years of the updated Housing Element.

## RESOURCES FOR PRESERVATION

There are two primary resources available for preserving at-risk units (1) public agencies, nonprofit housing corporations, and tenant groups; and (2) public financing or subsidy programs. HCD maintains a current list of all “qualified entities” across the state, which are nonprofit or for-profit organizations or individuals that agree to maintain the long-term affordability of affordable housing developments. Table B-43 provides the list of all qualified entities for Monterey County. The City would work with these organizations to preserve the housing units in danger of conversion.

**Table B-43: Qualified Entities in Monterey**

<i>Qualified Entity</i>	<i>City</i>	<i>Contact</i>	<i>Email</i>
Mid-Peninsula Housing Coalition	Foster City	(650) 356-2900	info@midpen-housing.org
Affordable Housing Foundation	San Francisco	(415) 387-7834	etloanmach@aol.com
South County Housing, Inc.	Gilroy	(408) 842-9181	jan@scounty.com
Peoples' Self-Help Housing Corp.	San Luis Obispo	(805) 540-2452	admin@pshhc.org
CHISPA Inc.	Salinas	(831) 757-6251	info@chispahousing.org
ROEM Development Corporation	Santa Clara	(408) 984-5600 Ext 17	ecaputo@roemcorp.com

Source: HCD, May 2021

## Energy Conservation

Household energy consumption, along with transportation, constitutes a significant proportion of total urban energy use. Efforts to reduce or minimize the overall level of urban energy consumption are essential to mitigate the high costs of energy and the environmental impacts of energy use.

Reductions in energy use can be achieved through the coordination of land development and transportation infrastructure. Located between the California coastline and the Santa Cruz Mountains, the City of Monterey has relatively little vacant land and few opportunities for development in previously undeveloped areas. There are opportunities for new housing along the city's commercial corridors and downtown, where redevelopment of underutilized commercial sites and surface parking lots present opportunities for redevelopment with residential and mixed-use development. Additionally, there are opportunities for smaller-scale housing such as accessory dwelling units (ADUs) and Senate Bill 9 development in established residential neighborhoods. This pattern of infill development tends to be more energy efficient than conventional suburban single-family residential development, not only because of the compact size and scale of the built form, but also because it results in fewer vehicle miles traveled and less gasoline consumption per capita.

To achieve energy conservation goals, the City will continue strict enforcement of the building standards of the 2019 edition of the California Building Standards Code, Title 24 of the California Code of Regulations



and amendments related to energy conservation. Title 24 establishes energy budgets or maximum energy use levels for dwelling units. The standards of Title 24 supersede local regulations and mandate implementation by local jurisdictions.

The City prepared and adopted a Climate Action Plan (CAP) in 2016 using both 2005 and 2012 emissions, provided by the Greenhouse Gas (GHG) Inventory. The CAP provides a policy framework to reduce citywide GHG emissions and improve the sustainability of community, while setting the stage for building additional climate resilience. A number of objectives and strategies, which continue to be implemented by the City, target the reduction of residential emissions. The City also adopted the California Green Building Standards Code (CALGreen) in 2013, and continue to update CALGreen standards in the City Code as new versions become available. CALGreen requires all permitted residential and non-residential construction, demolition, and additions/alterations projects to recycle or salvage a minimum 65 percent of nonhazardous construction materials from the project. The City can require contractors to develop and maintain a waste management plan and document diversion and disposal, or utilize a waste management company that can provide verifiable documentation that it meets 65 percent waste diversion, or use a waste stream reduction alternative.

The City of Monterey is serviced by CCCE which provides 100% renewable energy to its customers and offers various energy conservation programs to residents and businesses in the city. There are a variety of retrofit and energy savings programs to encourage owners to provide buildings and appliances that are as energy efficient as possible.

## Projected Housing Need

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### RHNA BY INCOME GROUP

The “demand” for housing is based on the total number of households divided into four household income categories. These income categories are based on the median household for Monterey County. The Association of Monterey Bay Area Governments and HCD classify income as follows:

- Extremely low-income: 30 percent of area median income and below
- Very low-income: 31 to 50 percent of area median income
- Low-income: 51 to 80 percent of area median income
- Moderate-income: 81 percent to 120 percent of area median income
- Above moderate-income: over 120 percent of area median income

### REGIONAL HOUSING NEEDS ALLOCATION

California’s Housing Element law requires that each city and county develop local housing programs designed to meet its “fair share” of existing and future housing needs for all income groups, as determined by the jurisdiction’s Council of Governments (COG) and HCD. The Association of Monterey Bay Area Governments (AMBAG) is the COG responsible for allocating to jurisdictions in the Monterey Bay area their fair share of the region’s projected housing needs, known as the Regional Housing Needs Allocation (RHNA). A fair share of housing units is calculated for each of four income groups based on a jurisdiction’s current share of housing for different income levels and on the jurisdiction’s amount of available vacant land.

Fair share needs are allocated over the planning period for every jurisdiction’s Housing Element. This cycle, the Planning Period is 2023-2031. The intent of RHNA determinations is to ensure that local jurisdictions

address not only the needs of their immediate areas but also help meet the housing needs for the entire region. A major goal of RHNA is to ensure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population. Jurisdictional allocations are made to guarantee that adequate sites and zoning are provided to address existing and anticipated housing demands during the planning period and that market forces are not inhibited in addressing the housing needs for all populations within a particular community.

For the 2023-2031 period, AMBAG's adopted 2020 Final RHNA figures identify an overall construction need of 3,654 new units in Monterey, an increase from the prior cycle's allocation of 650 new units. Table B-44 shows the income breakdown of these units.

**Table B-44: Regional Housing Needs Allocation 2023-2031**

<i>Income Group</i>	<i>% of County AMI</i>	<i>Number of Units Allocated</i>	<i>Percent of Total Allocation</i>
Very Low	0-50%	1,177	32.2%
Low	>50-80%	769	21.0%
Moderate	>80-120%	462	12.6%
Above Moderate	120%+	1,246	34.1%
<b>Total</b>		<b>3,654</b>	<b>100.0%</b>

Source: Association of Monterey Bay Area Governments, 2022



**APPENDIX**

# **HOUSING CONSTRAINTS**



# Table of Contents

C.1	Non-Governmental Constraints.....	C-1
C.2	Governmental Constraints .....	C-18
C.3	Land Use Plans and Policies .....	C-18
C.4	Land Use and Development Regulations.....	C-21
C.5	Provision for a Variety of Housing Types .....	C-29
C.6	Housing Regulations .....	C-37
C.7	Permits and Processing Procedures .....	C-40
C.8	Fees.....	C-43
C.9	Transparency in Development Regulations .....	C-46
C.10	Key Findings.....	C-47

## Housing Constraints

State law requires housing elements to identify and evaluate potential and actual governmental and non-governmental constraints that affect a jurisdiction's ability to maintain and improve existing housing and develop housing to meet its housing needs. Governmental constraints can include land use regulations, fees and exactions, and processing and permitting times, among others. Non-governmental constraints can be infrastructural, environmental, or market based. This appendix provides an assessment of these constraints to help identify any approaches the City of Monterey could use to reduce or overcome these constraints and improve its ability to meet its housing needs.

### C.I Non-Governmental Constraints

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Non-governmental constraints range from environmental factors such as flooding, wildfire, and seismic hazards to economic conditions including the cost and availability of financing, labor supply, the cost of materials and, more recently, supply chain problems. These conditions can hamper residential development and are, for the most part, beyond the ability of local government to control. Nevertheless, there are approaches they might use to help offset the impacts of these constraints through their planning and regulation of land use and development.

In Monterey, the most significant non-governmental constraint to residential development is water supply as the region has been subject to a Cease-and-Desist Order since 1995 and the issue has yet to be resolved. Other major non-governmental constraints to residential development include the high cost of land and construction costs. Although many constraints are driven by market conditions, jurisdictions have leverage in instituting policies and programs to address such constraints. The discussion below analyzes these constraints, and some approaches Monterey could employ to mitigate their effects.

#### **WATER SUPPLY**

The primary constraint to development on the Monterey Peninsula is water supply. Most of the Monterey Peninsula, including the City of Monterey, is supplied by the California American Water Company (Cal Am) through wells in Carmel Valley, a dam on the Carmel River, and a well drawing from the Seaside Aquifer. Historically, the Carmel River provided the bulk of water supply to the Monterey Peninsula; however, in 1995, the State Water Resources Control Board (SWRCB) adopted Order WR 95-10, which found that Cal Am was diverting about 10,730 acre-feet per annum of water from the Carmel River without a valid basis of right and directed that Cal Am should diligently implement actions to terminate its unlawful diversion. The restrictions are in place to limit the amount of water from the Carmel River to protect critical habitat and endangered species; however, they have effectively halted the development of housing in the region and severely impacted the development of workforce housing, resulting in workers who work on the Monterey Peninsula living far outside the community and enduring long and expensive commutes.

Over the years, there have been multiple amended orders, the most recent of which in 2016 established a reduction in diversions over time and required that Cal Am "diligently implement actions to terminate its unlawful diversions from the Carmel River and shall terminate all unlawful diversions from the river no later than December 31, 2021." The last illegal diversion was terminated in compliance with the SWRCB 1995 order, but the region remains subject to the order until a new water supply has been in operation for a number of years. Until that the order is lifted, there is no additional public water supply available to serve new development and no new water meters can be installed. Therefore, the vision to create new housing opportunities is not possible without resolving the Peninsula's water moratorium.<sup>1</sup>

In the interim, some properties have water credits that can be reused for new residential or commercial development if adequately sized water meters exist. While developing specific plans for future growth areas, the City created a database of underutilized properties and water credits associated with each property. These underutilized properties are identified in the specific plans. There are opportunities to consolidate adjacent properties under a single ownership to facilitate redevelopment and provide new housing units by sharing the water credits. The City has had some success in this effort, generating new housing in infill areas; however, full development potential of these areas is often unmet due to the lack of water. Likewise, the City has been approached by landholders/developers interested in seeking entitlements for new housing projects, but again are unable to move forward due to the water supply challenge. Some property owners are considering wells that are costly but possible alternatives.

The City is required by state law to plan for 3,654 new housing units. While the AMBAG RHNA allocation requires the City to plan for 3,654 new housing units, there may not be sufficient water supply allocated to meet water demands to construct all 3,654 units by 2031. The required RHNA allocation for the City of Monterey would result in approximately 7,819 new residents<sup>2</sup>. The Monterey Peninsula Water Management District's (MPWMD) adopted Technical Memorandum 2022 Supply and Demand Forecast<sup>3</sup> only includes forecasted water demands for a population increase in Monterey of 1,469 new residents by 2045 (2045 Monterey projected population of 29,639 – 2020 Monterey population estimate of 28,170) (Table C-1, Adopted 2045 Water Demand Projections).

In summary, MPWMD's 2045 Water Demand Forecast includes the following assumptions:

*MPWMD's forecast is based on the AMBAG 2022 Regional Growth Forecast and uses current 5-year average water production, a measure of the total water required to "feed" the system for customer use, before losses and fire flows, as the base. Starting with three years of actual consumption data (2017, 2018, and 2019 – pre-COVID), MPWMD allocated consumption for residential and non-residential by political jurisdiction, based on the proportionate percentages of each then mapped the current base production to the same proportions.*

*Assuming all prospective population and housing growth is captured in AMBAG's Regional Growth Forecast and all commercial economic expansion occurs at the same rate as AMBAG's employment projections, MPWMD offers the following water demand forecast"<sup>2</sup> (Pg 6 of MPWMD report; Refer to Table C-1 below).*

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- 1 City of Monterey, Council Agenda Report from Kimberly Cole, AICP, Community Development Director, March 15, 2022.
  - 2 City of Monterey's RHNA allocation of 3,654 units x 2.14 persons per household (Census 2017-2021) = 7,819 new residents. <https://www.census.gov/quickfacts/montereycitycalifornia>
  - 3 2022. MPWMD. *Technical Memorandum. 2022 Supply and Demand Forecast*. Adopted September 19, 2022. Available online: <https://www.mpwmd.net/wp-content/uploads/2022-Supply-and-Demand-Forecast-w-Attachments-1.pdf>



**Table C-1: MPWMD Adopted 2045 Water Demand Projections**

Water Required to Meet  
AMBAG Regional Growth Forecast

Water Required for Population Growth

	Monterey	Pacific Grove	Carmel-by-the-Sea	Seaside	Del Rey Oaks	Sand City	County	TOTAL
Population in 2020	28,170	15,265	3,949	33,537	1,662	385	8,916	91,884
Population in 2045	29,639	15,817	3,984	38,316	2,650	1,198	9,916	101,520
Increase	5.2%	3.6%	0.9%	14.2%	59.4%	211.2%	11.2%	10.5%
Acre-Feet in 2020	1,675	908	413	1,015	92	21	2,221	6,345
Acre-Feet by 2045	1,762	941	417	1,160	146	65	2,471	6,961
AF Served by Others	9	-	-	72	11	-	75	167
Net AF in 2045	1,753	941	417	1,087	135	65	2,396	6,795

Water Required for Employment Growth

	Monterey	Pacific Grove	Carmel-by-the-Sea	Seaside	Del Rey Oaks	Sand City	County	TOTAL
Jobs in 2020	40,989	8,016	3,566	10,476	748	2,092	4,300	70,187
Jobs in 2045	45,509	8,445	3,915	11,543	834	2,259	4,721	77,226
Increase	11.0%	5.4%	9.8%	10.2%	11.5%	8.0%	9.8%	10.0%
Non-Residential AF in 2020	1,547	332	225	336	22	66	853	3,380
Non-Residential AF in 2045	1,718	349	247	370	24	71	936	3,716
Increase	171	18	22	34	3	5	83	336

Source: MPWMD. 2022, Appendix D, page 115.

While the City is not required to construct housing to fulfill the RHNA allocation, the City Council is committed to addressing the City's shortage of affordable housing. The City Council adopted a set of specific program, policy, or projects that support the City's Strategic Priorities. Under Value Driver #5 and #6, the City Council supports staff work programs that focus on providing affordable housing and securing water resources to provide this housing.

- Value Driver #5: Champion regional and local efforts to secure adequate, affordable, and sustainable water sources for the city, now and into the future.** The Council recognizes that access to a dependable supply of fresh water is a significant gating factor that impacts the City's ability to provide affordable housing and promote economic vitality consistent with the goals described in the City's General Plan. Securing water sources is a strategic priority for staffs' work program efforts. This strategy includes staff continuing to advocate and lobby on behalf of the City of Monterey's interests on

regional water issues, with an emphasis on securing water for affordable housing projects.

- **Value Driver #6: Support efforts and policies that provide equitable access to affordable housing in Monterey and the region.** *The Council embraces efforts that provide equitable access to affordable housing, including balanced approaches to increase housing supply, rental resources and assistance, and housing rehabilitation grants to homeless, low-income, senior, and disabled individuals.* This strategy includes staff efforts that support affordable housing through modern zoning policies/ordinances, ADU policies, housing grants, review of density requirements, and consideration of City-owned sites for affordable housing; and addressing homelessness through programs, partnerships, and support of homeless service agencies.<sup>4</sup>

Recognizing the urgent need for housing in Monterey, the City Council has petitioned the State Water Resources Control Board (SWRCB) to lift the Cease-and-Desist Order now that the illegal diversions have ceased; and has asked the Monterey Peninsula Water Management District (MPWMD), responsible for developing long-term water supply for the Monterey Peninsula cities in the district, to support the request. In a letter dated April 13, 2021 to the SWRCB, the City requested relief from the Cease-and-Desist Order for health and safety needs related to housing. The letter states:

*Housing production in the City of Monterey is basically at a standstill due to the Cease-and-Desist Order (CDO). Last year, the City only produced 13 accessory dwelling units. These units could only be developed when the main home's water credits were reduced such as bathroom removed. Housing production in the City is woefully inadequate to meet demand, prevent homelessness and meet State and regional housing goals for the City.*

*There are at least 441 units in the pipeline readying for construction including: 289 units on Garden Road and 152 100%-affordable housing units on City owned parcels. In addition to the 289 units proposed on Garden Road, the District's request from relief would allow up to 400 units. The City would need approximately 25 acre feet of water to construct the 400 housing units. Without relief from Condition 2, development of these projects is uncertain<sup>4</sup>*

The SWRCB denied the request, but the agency recently expressed support for the regional desalination plant.

There are long-range water supply projects that will create and expand three water supply sources for the Monterey Peninsula to reduce regional demand on groundwater and the Carmel River. The overall Monterey Peninsula Water Supply Project (MPWSP) involves several major components – the Cal-Am desalination facility consolidated with other water infrastructure serving the area, including a water recycling project (Pure Water Monterey) purchased from the Monterey Regional Water Pollution Control Agency (MPWPCA), and an Aquifer Storage and Recovery (ASR) wells project (Figure C-1).

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<sup>4</sup> City of Monterey, January 25, 2023. City Council Special Meeting. Amended Agenda. <https://isearchmonterey.org/OnBaseAgendaOnline/Meetings/ViewMeeting?id=5626&doctype=1>

**Figure C-1: MPWSP Overview**

### Desalination Facility

On November 17, 2022, the California Coastal Commission approved a Consolidated Coastal Development Permit for the California-American Water Company (Cal-Am) to construct and operate a desalination facility, a well field, water transmission pipelines, pump station, and other related infrastructure. The desalination facility will be part of the overall MPWSP. The desalination facility would provide potable water for customers in Cal-Am’s service area in the Monterey Peninsula region, which have experienced decades of water shortages resulting from drought, overpumping of groundwater sources, seawater intrusion, proposed supply projects not being completed, and other causes. The Monterey Peninsula region faces unique water supply challenges that are likely to be exacerbated by climate change. The desalination facility would be constructed in phases, a smaller initial phase would produce 4.8 million gallons per day (“mgd”) per year (~5,372 acre-feet) and the second phase, which would produce a combined total of 6.4 mgd per year (~6,250 acre feet per year), would occur only if Cal-Am can demonstrate a need for the additional water supply and demonstrate that the first phase has been operating in a manner that is protective of local groundwater supplies and nearby wetlands.

The desalination facility will use advanced slant well technology to draw ocean water from beneath a sandy beach located at the former CEMEX industrial sand mining facility in Marina, thereby minimizing any harm to marine life. At the Project’s maximum build-out, it would include up to six new slant wells to be located within a Cal-Am easement in part of the CEMEX sand mining facility near the Monterey Bay shoreline in the City of Marina. The Project would also include conversion of a test slant well to a permanent well on the same site, as well as four main pipelines, with part of each in the coastal zone. The desalination facility itself would be constructed inland of the coastal zone and would discharge processed saline brine to an existing outfall operated by the regional wastewater treatment agency, Monterey One Water (“M1W”). This outfall line would need to be modified in order to discharge the brine. The treatment plant will be powered with 100 percent renewable power or equivalents to achieve net-zero Greenhouse Gas emission.



Cal Am says it expects to have the project operational in five years.<sup>5</sup>

The SWRCB submitted two comment letters to the California Coastal Commission in association with the Cal-Am Coastal Development Permit application for the desalination plant (Coastal Commission application 9-20-0603). Eileen Sobeck, SWRCB Executive Director, in her letter dated October 25, 2022 stated:

*State Water Board Order 2016-0016 provides that the conditions of the State Water Board's orders remain in effect until "Cal-Am certifies, with supporting documentation, that it has obtained a permanent supply of water that has been substituted for the water illegally diverted from the Carmel River" and the Deputy Director of the State Water Board's Division of Water Rights concurs with the certification.*

*Cal-Am will not report its water use for Water Year 2021-2022 until February 1, 2023, and therefore the State Water Board is not yet able to determine whether Cal-Am is in compliance with their water rights (including permit terms such as maximum annual diversion limits). Because of the present uncertainty of Cal-Am's compliance, the State Water Board recently denied requests to modify or lift the cease-and-desist order (Eileen Sobeck, letter to David Stoldt, July 28, 2022). As California has just experienced its driest three-year period on record, continued unlawful diversions will cause even greater harm to the Carmel River's protected fish and wildlife.*

*Although Cal-Am and the Monterey Peninsula Water Management District (MPWMD) have implemented various measures to reduce diversions from the Carmel River, it is undisputed that Cal-Am has not yet secured a permanent replacement water supply. Cal-Am and MPWMD have made efforts to reduce demand, including programs encouraging conservation by business and residential customers, water efficiency requirements, and tiered conservation rates, and to develop new supplies, such as the Sand City desalination plant, Pebble Beach water recycling facility, and new lawful rights in the Carmel River. Cal-Am currently relies on Pure Water Monterey to produce 3,500 acre-feet per year. The California Public Utilities Commission will consider whether to authorize Cal-Am to enter into a water purchase agreement for the Pure Water Monterey expansion project, which could provide an additional 2,250 acre-feet annually of treated water by 2024 or 2025.*

*The Pure Water Monterey expansion project may constitute an important component of a permanent replacement water supply, if it is developed and demonstrated to be a reliable, drought-resilient water source. However, based on regional housing needs, source reliability, and the effects of aridification on California's water supplies, the State Water Board believes it is prudent for Cal-Am to pursue additional sources of water that are sustainable and urges the Coastal Commission to consider the proposed desalination facility as a potentially vital municipal water supply that also could help to protect one of the region's most important environmental assets.*

*The water supply for the Monterey Peninsula remains precarious, and will continue to be so until a long-term, resilient replacement water supply is developed. The conditions of*

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5 California Coastal Commission, Staff Report: Recommendation on Appeal De Novo. November 17, 2022. <https://www.coastal.ca.gov/meetings/agenda/#/2022/11>

*the State Water Board's orders remain in effect, including a prohibition on new water service connections served from the Carmel River. The State Water Board supports Cal-Am's efforts to develop a diverse and drought-resilient water supply portfolio. Desalination that is appropriately permitted and conditioned to protect the environment can be one part of a long-term water supply solution.*

The Regional Water Quality Control Board, Central Coast Region (Central Coast Water Board) has permitting authority over the desalination facility project and will apply subdivision (b) of section 13142.5 of the Water Code and the California Ocean Plan in the exercise of that authority.<sup>6</sup>

### **Water Recycling Facility (Pure Water Monterey/Groundwater Replenishment Project (PWM/GWR Project))**

Pure Water Monterey Groundwater Replenishment Project (PWM/GWR) is an advanced water recycling project, jointly developed by two public agencies - a partnership between Monterey One Water and MPWMD. The project recycles wastewater through an advanced treatment process. The primary objective of the PWM/GWR Project was to replenish the Seaside Groundwater Basin (Seaside Basin) with 3,500 acre-feet per year (AFY) of purified recycled water to replace a portion of California American Water's (CalAm) water supply as required by SWRCB orders. The PWM/GWR Project as approved in 2015, included a 4.0 million gallon per day (mgd) capacity Advanced Water Purification Facility for treatment and production of purified recycled water for conveyance and injection into the Seaside Basin using conveyance pipelines, a booster pump station, and a series of shallow and deep Injection Wells. The injected water would then mix with the existing groundwater and be stored for extraction and urban use by CalAm.

After the approval of the PWM/GWR Project, minor changes to components of the PWM/GWR Project were subject to discretionary action by responsible agencies. These actions included approval of a water distribution system permit by MPWMD, including the addition of the Hilby Pump Station and minor realignments to the Monterey Pipeline. On October 30, 2017, the M1W Board approved modifications to the PWM/GWR Project (Addendum No. 3 to the PWM/GWR Project, "Addendum No. 3") to increase the operational capacity (peak or maximum flowrate) of the approved Advanced Water Purification Facility from 4.0 mgd to 5.0 mgd. The purposes of the 2017 modifications were to enable delivery of 600 AFY of purified recycled water to Marina Coast Water District (MCWD) for urban landscape irrigation by MCWD customers and to allow the shared use of existing pipelines and new pipelines and storage facilities for this irrigation use and for conveyance of purified recycled water to Injection Wells in the Seaside Basin<sup>7</sup>.

Using proven, advanced, multi-stage treatment to provide a safe, reliable and sustainable drinking water supply that will comply with or exceed strict state and federal drinking water standards, the PWM/GWR Project will reduce water taken from the Carmel River and the Seaside Basin. It also provides a source of tertiary treated water for the Salinas Valley agricultural industry while providing treatment for their impaired surface waters. In doing so, it will help meet regulatory orders and enhance water supply reliability by diversifying local water sources<sup>8</sup>.

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<sup>6</sup> California Coastal Commission, Staff Report: Recommendation on Appeal De Novo. November 17, 2022.

Correspondence from Elected Officials, Tribal Officials, and Organizations:  
<https://www.coastal.ca.gov/meetings/agenda/#/2022/11>

<sup>7</sup> Monterey One Water and MPWMD, Draft Supplemental EIR for the Proposed Modifications to the Pure Water Monterey Groundwater Replenishment Project, November 2019.  
 Viewed 1/24/2023 (pg 1-2). <https://purewatermonterey.org/wp/wp-content/uploads/Main-Body-of-M1W-Draft-Supplemental-EIR-Nov-7-2019.pdf>

<sup>8</sup> Monterey Peninsula Water Supply Project. About Us. Viewed 1/24/2023. <https://purewatermonterey.org/about-us/>

### **Aquifer Storage and Recovery Project**

The MPWSP will expand Cal-Am’s current Seaside Groundwater Basin ASR project – a partnership with MPWMD – which captures excess winter flows in the Carmel River (~December 1st through May 31st) from the Carmel River Alluvial Aquifer for storage in the Seaside Aquifer, and conveys the water to the Seaside Basin via the existing Cal-Am delivery system, and injecting the water into ASR wells for subsequent recovery and delivery to Cal-Am customers during dry periods (normally June 1st through November 30th of the water year the water is injected). Winter flows are considered excess only when they exceed what is needed to protect the river’s threatened population of steelhead<sup>9</sup>.

### **LOCATION AND DEVELOPMENT**

The City of Monterey covers 8.67 square miles of land area, or approximately 5,551 acres, and 3.57 square miles of water area in the Monterey Bay that is within the Monterey City limits. The city is bordered by the cities of Seaside and Del Rey Oaks to the north and northeast; Pacific Grove to the northwest; and unincorporated Monterey County to the east and south. The City’s Planning Area includes unincorporated lands within the County of Monterey that may ultimately be annexed by the city as well as unincorporated land not being considered for annexation, but that may affect Monterey’s planning.<sup>10</sup>

Human-made constraints to the location and size of housing development exist and include the Monterey Peninsula Airport and the variety of military facilities and other institutions operating within and adjacent to the city, which provide jobs that have an impact on housing demand but are not subject to municipal regulation.

The Monterey County Airport Land Use Commission adopted the Airport Land Use Compatibility Plan (ALUCP). The ALUCP identifies safety and noise hazards associated with the airport and recommends areas where certain uses should not be located. The ALUCP Table 4 B establishes the following prohibitions affecting residential construction:

Zone 1 – Prohibits all structures except ones with location set by aeronautical function

Zone 2 – Prohibits all residential except for very low density residential and infill in developed areas

Zone 3 – Prohibits all residential except for low density residential and infill in developed areas

Zone 4 – Prohibits buildings with greater than 3 aboveground habitable floors

Zone 5 – Prohibits residential except for very low residential and infill in developed areas.<sup>11</sup>

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<sup>9</sup> MPWMD. Resolution No. 2016-12. Viewed 1/24/2023. <https://www.mpwmd.net/resolutions/2016/Resolution2016-12.pdf>

<sup>10</sup> California Government Code Section 65301(a) requires cities to plan for “all of the territory outside its boundaries that in its judgment bears relation to its planning.” This area includes all the territory within a city’s sphere of influence, which is the probable physical boundary and service area of a local agency as approved by the Local Agency Formation Commission. (Government Code Section 56425 (a)).

<sup>11</sup> Monterey County, Airport Land Use Compatibility Plan, Adopted February 25, 2019, pp. 4-23 and 4/24 <https://www.co.monterey.ca.us/home/showpublisheddocument/75251/636875603145330000>



Airplanes generate significant noise and the ALUCP identifies the airport's noise contours. The 65dB contour is predominantly limited to the airport's jurisdiction. The City requires compliance with the California Building Code, which requires new residential construction to have an interior sound rating of 45 dB.

As identified above, various institutions constrain the location and size of housing development. The Coast Guard Station, Defense Language Institute (DLI), Monterey Peninsula College (MPC), the Monterey Institute for International Studies (MIIS) and the Naval Post Graduate School (NPS) are important institutional uses within the city limits that are not subject to local land use regulation. Total full-time enrollment at NPS, MPC, and MIIS was 10,479 in 2019 compared with a total population of 28,099 for the entire city.<sup>12</sup> The four military institutions in the City of Monterey, the Defense Language Institute, the Naval Post Graduate School, Naval Research Laboratory, and the Coast Guard Station together comprise nearly 30 percent of the total acreage within the City limit.

## ENVIRONMENTAL CONSTRAINTS

There are environmental constraints to development in Monterey due to its location and natural environmental conditions. Environmental factors such as topography, soils, geologic conditions, seismic hazards, sea level rise, and wildfires all pose constraints to some degree. Table C-2 below summarizes the environmental hazards most likely to affect housing development in Monterey, based on analysis conducted for the *Monterey County Multi-Jurisdictional Hazard Mitigation Plan*. The City's challenge is to integrate new housing into the community in consideration of these constraints. Identification of sites available for housing and realistic capacity projects reflect this challenge.

**Table C-2: Local Hazards Likely to Affect Housing**

<i>Hazard Type</i>	<i>Geographic Extent</i>	<i>Likelihood of Occurrence</i>	<i>Magnitude/Severity</i>	<i>Impact</i>	<i>Ranking (Out of 16)</i>	<i>Degree of Risk</i>
Drought & Water Shortage	3.3	3.1	3.0	3.2	12.6	High
Wildfire	3.1	2.0	3.7	3.8	12.6	High
Coastal Flooding	2.9	3.0	3.1	3.1	12.1	High
Pandemic	3.1	2.9	3.0	3.1	12.1	High
Sea Level Rise	2.7	2.9	3.1	3.4	12.1	High
Earthquake	2.9	2.6	3.0	3.4	11.9	Substantial
Water Contamination	3.0	2.3	3.3	3.3	11.9	Substantial
Coastal Erosion	2.7	2.9	2.9	2.9	11.4	Substantial
Utility Interruption	3.1	2.7	2.7	2.7	11.2	Substantial
Tsunami	2.3	2.3	3.1	3.1	10.8	Substantial
Windstorms	2.8	2.8	2.6	2.6	10.8	Substantial
Slope Failure	2.6	2.6	2.6	2.6	10.4	Substantial

<sup>12</sup> City-Data.com, <https://www.city-data.com/city/Monterey-California.html>

**Table C-2: Local Hazards Likely to Affect Housing**

Hazard Type	Geographic Extent	Likelihood of Occurrence	Magnitude/Severity	Impact	Ranking (Out of 16)	Degree of Risk
Stormwater Flooding	2.4	2.7	2.4	2.4	9.9	Moderate
Flash Flood	2.0	2.0	2.0	2.3	8.3	Moderate
Riparian Flooding	1.7	1.9	1.8	1.5	6.9	Possible
Hazardous Materials Incident	1.8	1.9	1.7	1.8	7.1	Possible

Note: The County's Multi-Jurisdictional Hazard Mitigation Plan also identifies human-caused hazards, such as cyber-threats, targeted violence, and terrorism, and public health hazards, which do not generally impact buildings and critical infrastructure. The Disaster Mitigation Act does not require an assessment of human-caused hazards and they are not included in this table.

Source: County of Monterey, Multi-Jurisdictional Hazard Mitigation Plan, Volume 2, Table H-2, March 2022  
<https://www.co.monterey.ca.us/home/showpublisheddocument/117501/638034094445670000>; Dyett & Bhatia, 2022

The impacts of local hazards and the environmental conditions most likely to impact housing conditions are summarized below:

- Drought and Water Shortage.** The entire population of Monterey is vulnerable to drought events. Drought can affect people's health and safety, including health problems related to low water flows, poor water quality, or dust. Other possible impacts include recreational risks; effects on air quality; diminished living conditions related to energy, air quality, and hygiene; compromised food and nutrition; and increased incidence of illness and disease. Water shortages can affect access to safe, affordable water, with substantial impacts on low-income families and communities burdened with environmental pollution. A prolonged drought could also cause economic impacts. Increased demand for water and electricity may result in shortages and higher costs of these resources. While economic impacts will be most significant on industries that use water or depend on water for their business, cascading economic effects can hurt many sectors of the economy. Tourism, a major economic driver in the City, will likely be impacted by drought conditions and thereby impact the local economy. There is no agricultural land within the City limit but agriculture is likely be impacted by drought conditions and is a major economic driver in Monterey County, which could affect the city economically.<sup>13</sup>
- Climate Change and Sea Level Rise.** The effects of climate change are varied and include warmer and more varied weather patterns and temperature changes. Climate change will affect the people, property, economy, and ecosystems in the City and will exacerbate the risk posed by many of the hazards identified above. Climate change will have a measurable impact on the occurrence and severity of natural hazards. Increasing temperatures and rising sea-levels will have direct impacts on public health and infrastructure. Drought, coastal and inland flooding, and wildfire will likely affect people's livelihoods and the local economy. Changing weather patterns and more extreme conditions are likely to impact tourism and the rural economies, along with changes to agriculture and crops, which are a critical backbone of Monterey County's economic success. There will also be negative impacts to

<sup>13</sup> County of Monterey, Multi-Jurisdictional Hazard Mitigation Plan, Volume 2, March 2022, pp. H-6 and H-7  
<https://www.co.monterey.ca.us/home/showpublisheddocument/117501/638034094445670000>

ecosystems, both on land and in the ocean, leading to local extinctions, migrations, and management challenges. Hazards associated with climate change and sea level rise include drought, coastal flooding, cliff and shoreline erosion.<sup>1</sup>

- **Coastal Erosion.** Coastal areas along Monterey Bay, especially dune deposits, are highly susceptible to coastal erosion from waves and tidal events. Erosion potential varies along the length of the coast. Variability in erosion rates is caused by several factors including sea level, wave patterns influenced by the form of the ocean floor, storm patterns, and the structure and character of dunes in localized areas. Historic average coastal bluff retreat rates have been highest in the former Fort Ord area, averaging up to eight feet per year. Average erosion rates decrease downcoast to about three to five feet per year in Sand City. Farther south, within the City limit, average erosion rates are estimated to be one to two feet per year. Coastal erosion would be a significant factor for any development proposed along the margin of Monterey Bay.<sup>14</sup>
- **Seismic Hazards.** The California Department of Mines and Geology defines active faults as those that have experienced movement within the past 11,000 years. Mapping conducted for the National Earthquake Hazards Reduction Program in 1994 identified two faults in the Monterey and Seaside area as active faults, the Tularcitos and Navy fault zones, which extend toward Monterey Bay from the Carmel Valley. The Navy fault goes through developed areas within the city and is believed to be a continuation of the Tularcitos fault based on mapping done in 1997. The city could also be affected by activity on the San Andreas Fault, the most significant fault in the region, located in eastern Monterey County. Earthquakes on any of the local faults or on other faults located in the vicinity or region could produce significant seismic shaking within the Planning Area.<sup>15, 16</sup>

Monterey's entire population is potentially exposed to direct and indirect impacts from earthquakes. Whether directly impacted or indirectly impacted, the entire population will have to deal with the consequences of earthquakes to some degree. Business interruption could keep people from working, road closures could isolate populations, and loss of utilities could impact populations that suffered no direct damage from an event itself. Similarly, all property and critical infrastructure in the City is potentially exposed to earthquake risk. According to Monterey County Assessor records, there are 12,204 residential and non-residential buildings in the city, with a total value of \$6,677,984,992. Since all structures in the city are susceptible to earthquake impacts to varying degrees, this represents the property exposure to seismic events. About 723 residential properties are also susceptible to earthquake-induced liquefaction and 700 could be affected by earthquake induced landslides.<sup>17</sup> Additional development anywhere in Monterey will expose more people and buildings to all types of seismic hazards. Seismic shaking is considered the most significant hazard; hazards from liquefaction, differential settlement, and slope failure are expected to be less widespread as the surface and subsurface conditions associated with these hazards is geographically limited.<sup>17</sup>

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<sup>14</sup> City of Monterey General Plan Update EIR, 2004, p. 2-53

<sup>15</sup> Chris Pilson, "Monterey-Seaside Quadrangles: Earthquake Fault Zones and the Local Building Policy", April 20, 2001 [https://digitalcommons.csumb.edu/cgi/viewcontent.cgi?article=1118&context=caps\\_thes](https://digitalcommons.csumb.edu/cgi/viewcontent.cgi?article=1118&context=caps_thes)

<sup>16</sup> County of Monterey, Multi-Jurisdictional Hazard Mitigation Plan, H-6, *op cit*.

<sup>18</sup> *Ibid.*, Table H-3

<sup>17</sup> City of Monterey General Plan Update EIR, 2004, p. 2-48.

- Topography and Slopes.** Topography and slope within the city are quite variable. Lands along the margin on Monterey Bay tend to be relatively flat but sloped towards the bay. Much of the upland portion of the city is incised by a series of intermittent stream channels that have cut into surface soil and subsurface geologic formations, leaving a series of mesas that trend towards the bay. Much of the city is built on these mesas and on the more level margins of the bay. The northern terminus of the Santa Lucia Mountains is the major regional landform that forms the backdrop to Monterey. Due to slope and access constraints, development within this area tends to be less dense. Steep slopes within the City tend to be located along stream channels and within the hillside areas, including areas where slope exceeds 25 percent.<sup>18</sup>
- Wildfire Hazards.** The California Department of Forestry and Fire Protection (CALFIRE) has delineated Fire Hazard Severity Zones throughout California. Areas most likely to experience wildfire are designated as Very High or High Fire Hazard Severity Zones (VH/HFHSZ), and structures in these zones can be potentially impacted. Within VHFHSZs, special building code standards and defensible space provisions, designed to minimize the loss of life, resources and property from wildfire, apply. Several areas in the south and southwest of the Monterey city limits are within the VHFHSZ, including the Skyline, Monterey Vista, and Glenwood neighborhoods. These areas are primarily residential, but contain two hospitals, considered critical facilities.
- Soil Erosion and Expansion.** Depending on soil type and slope, new residential development could be exposed to minimal or significant potential erosion hazards. The susceptibility of new development to potential damage from expansive soils also is variable, depending on soil type. Within the existing commercial and mixed-use neighborhoods where new residential development is likely to be concentrated, soils do not generally exhibit extreme erosion potential or expansion potential. Most new development is reviewed to determine the potential intensity of these hazards and the City requires engineering and geologic investigations for most projects to determine what conditions shall be imposed to mitigate potential hazards.<sup>18</sup>
- Flooding and Tsunami Hazards.** Increased exposure to hazards from a 500-year flood may occur in the Downtown/East Downtown mixed-use commercial area with the intensification of land use. Increased exposure to a 100-year flood can also be expected along the segment of Del Monte Avenue that is located within the flood hazard zone. To the extent that buildout of the few remaining vacant parcels located along the margin of Monterey Bay occurs, wave run up hazards to new development on those parcels would be of concern and require analysis and mitigation. Such analysis and mitigation will also be required with respect to tsunami hazard.<sup>19</sup>
- Biological Resources and Habitats.** Because of the characteristics and diversity of soils in the Planning Area and specific climactic conditions, the inland area supports a large variety of rare special-status plant and wildlife species. In addition, the area is on the boundary of the southern and northernmost range for many of the State's flora and fauna, creating a diverse and complex mix of biotic communities. Habitat types within the Planning Area include Monterey pine forest, oak woodland, urban forest, grassland, and coastal dunes. The Monterey Pine Forest is a unique feature that exists in only three native stands in California including the Monterey Peninsula. Relatively undisturbed Monterey pine forests provide habitat and corridors for wildlife species and are affected by urbanization. The Monterey Bay, one of the widest on the Pacific coast, also contains one of the largest of the major dune systems

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<sup>18</sup> Ibid, 2-55.

<sup>19</sup> Ibid., 2-75.



on the California coastline. The proximity of these important natural areas is a constraint because it limits the land available for development but also because of the potential adverse effects of development on their critical environmental resources.<sup>20</sup>

- Hazardous Materials.** Sites where hazardous chemical compounds have been released into the environment can pose threats to human and ecologic systems' health. Both historic and current activities, such as those that involve the storage, treatment, or disposal of hazardous materials, may result in the release, leak, or disposal of toxic substances on or below the ground surface, where they can then contaminate soil and ground water. Disturbance of the ground through grading or excavation can result in exposure of these chemicals to the public. Improper handling of contaminated sites may result in further exposure via airborne dust, surface water runoff, or vapors. As shown in Figure C-2, hazardous materials sites in Monterey are primarily concentrated in the Downtown area, along Lighthouse and Del Monte Avenue, and on either side of Fremont Boulevard. Known hazardous material sites at Ryan Ranch, on Garden Road and the Airport, as well as the vast majority of sites in Monterey have been remediated and are closed. The former Fort Ord Military Base, was placed on the Superfund list in 1990 due to multiple hazards, including an 150-acre landfill and unexploded ordnances (UXO) on portions of the property.<sup>21</sup> The site has been cleared of UXO to a level that permits light industrial uses, but not residential uses. Additional remediation would be required prior to residential development on the site.

## LAND COSTS

Land costs are often difficult to estimate, and there is no single publicly available database that records urban land prices. A recent study conducted by researchers from the Federal Housing Finance Agency (FHFA) estimated the price of residential land based on appraisals of single-family parcels conducted between 2012 and 2019. From this assessment FHFA published data on land prices for census tracts and zip codes in the country. The average land value per acre in Zip Code 93940, a 16-square mile area that is wholly contained within the boundaries of the City of Monterey,<sup>22</sup> increased 93 percent between 2012 and 2019. The estimated value per acre of single-family residential lots in this tract went from \$781,500 to \$1,511,800 based on an increase in the value of quarter acre lots from \$341,100 to \$603,900 during this period. One effect of this change is that the land share of property value went up by almost 10 percentage points from .574 to .670.<sup>23</sup>

The City amended the Zoning Code in 1994 to encourage mixed commercial and residential development in commercial zones and this shift has relieved some pressure on residential districts where land is expensive due to its high demand, limited availability, and other factors, such as the ocean view and limited availability of water service.

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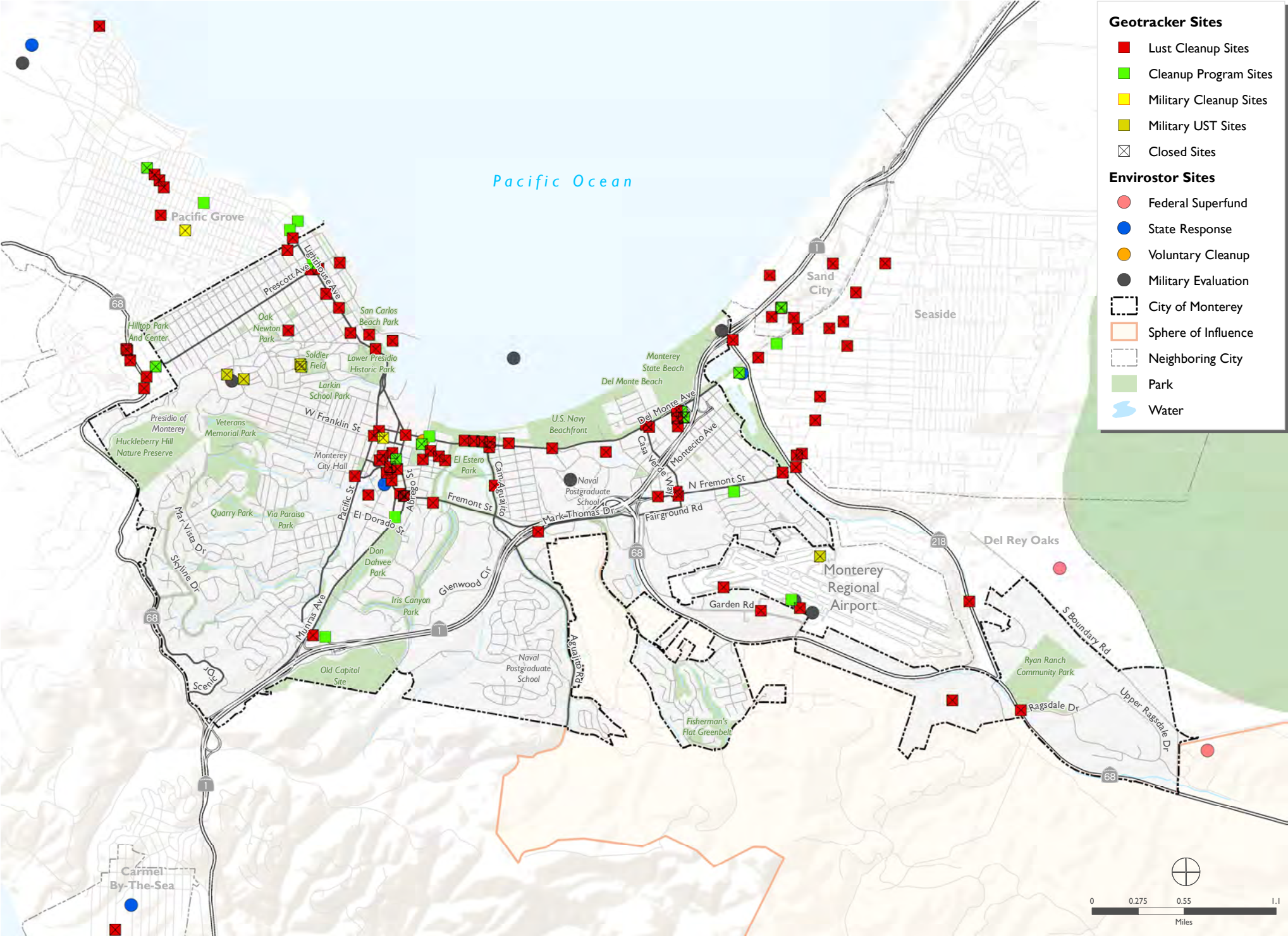
<sup>20</sup> Ibid., pp. 2-17 to 2-37.

<sup>21</sup> Environmental Protection Agency. "Ford Ord Marina, CA Cleanup Activities." Available: <https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.cleanup&id=0902783>

<sup>22</sup> ZipDataMaps <https://www.zipdatamaps.com/93940>

<sup>23</sup> "The Price of Residential Land for Counties, ZIP Codes, and Census Tracts in the United States", FHFA Working Paper 19-01 <http://www.fhfa.gov/papers/wp1901.aspx>  
For more information, email William Larson at [william.larson@fhfa.gov](mailto:william.larson@fhfa.gov) Version 3.0 (October, 2020)

Figure C-2: Hazardous Materials Sites



Data Source: Geotracker Sites, State Water Resources Control Board (SWRCB), 2023; Envirostor Sites, Department of Toxic Substances Control (DTSC), 2023; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

## CONSTRUCTION COSTS

The average construction cost for residential development in Monterey was estimated at \$123 per square foot for low-density single-family development to \$208 per unit for multi-family rental housing in 2017 excluding financing, fees, and builder profit.<sup>24</sup> Using county and regional cost data from projects applications, the California Tax Credit Allocation Committee has established a construction cost base limit ranging from \$311,183 for Single-Room Occupancy and studio apartments to \$617,173 for multi-family units with four or more bedrooms.<sup>25</sup>

## AVAILABILITY AND COST OF FINANCING

One of the most significant factors related to the provision of adequate housing for all segments of the population is the availability of financing – both for real estate development and homeownership. Because the projected net operating income from affordable housing developments is lower than that from market rate developments, developers generally have to secure financing from a variety of sources. Project funding sources can generally be divided into three major categories:

1. Equity;
2. “Senior” debt; and,
3. “Subordinate” debt.

### **Equity**

Equity, the funds contributed by the developer, typically include some direct investment by the developer but additional funds are secured from tax credit investors. Because the amount of tax credits generated through a typical project far exceed most developers’ tax liability, other for-profit entities with large tax liabilities (“investors”) or syndicators who act as a broker between the developer and the investors, form a limited partnership with the developer. The partnership then allocates most of the tax credits to the non-developer partners in exchange for equity in the project.

Congress created the Low-Income Housing Tax Credit (LIHTC) program in 1986 to help low-income housing developers to raise equity for their projects. Each year, the U.S. Department of the Treasury issues tax credits to states for allocation to low-income housing projects. The California Tax Credit Allocation Committee, the State agency responsible for administering the credit has established additional regulations for allocating the credit. These include giving higher priority to projects near amenities such as public transit, public parks, public libraries, schools, and senior centers.

Because of the high cost of building housing in California and limited availability of federal tax credits, the State legislature also approved a State housing credit to augment the federal tax credits. The State credit is also restricted to projects that are not located in difficult to develop areas (DDAs) or qualified census tracts (QCTs) or, if located in DDAs or QCTs, with projects where 50 percent of the units are for individuals with special needs.<sup>26</sup>

The Low-Income Housing Fund (LIHF) is a major source of funding for affordable housing in California.

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<sup>24</sup> Economic & Planning Systems, Draft Memorandum, “Monterey Fort Ord Property—Site Opportunity and Feasibility Analysis”, Table C-1.

<sup>25</sup> California Tax Credit Allocation Committee-Development Section, Memorandum, 2022 Threshold Basis Limits, 31 Jan 2022.

<sup>26</sup> California Housing Consortium, “Resources: Affordable Housing 101: How is it Built?”  
<https://calhsng.org/resources/affordable-housing-101/how-is-it-built/>

The LIHF was previously funded through a 20 percent set aside of tax increment earned in the City's Redevelopment areas. This fund may be used for a variety of purposes, including: (1) preserving long-term affordability of units, (2) homeless prevention and rapid rehousing, and (3) development of new housing. As of March 2020, the LIHF had a restricted fund balance of \$5.5 million. Since then, \$500,000 has been appropriated from the LIHF to fund the COVID-19 Housing Assistance Grant Program. There are only two projects in Monterey receiving financing from the LIHF: Casa de Los Robles, a six-unit special needs development (504 West Franklin Street), and Van Buren Senior Housing with 19 units of housing (669 Van Buren Street).

The California Housing Finance Agency offers grants and loans for ADUs through a group of private lenders. Homeowners with annual incomes less than \$300,000 are eligible to apply for up to \$40,000 in assistance for pre-development costs including architectural designs, permits, soil and engineering tests and other expenses. Grants may also be used to buy down the interest rate on financing.<sup>27</sup>

The cost of securing financing to purchase a home also impacts the cost of housing and access to homeownership for lower-income households. At the national level, interest rates were relatively low from 2015-2019, and experienced a significant decline during the COVID-19 pandemic. However, rates have started to increase during 2021 – as interest rates continue to rise, the amount of public subsidy needed to bridge the affordability gap for moderate- and lower-income households will also rise. See Chart B-1 for the change in 30-year fixed rate mortgages since 2013.

The average 30-year mortgage interest rates for December 2022 through March 2023 can be found in Chart B-2 below. After dropping to 3.11 at the end of 2021, mortgage rates increased sharply in 2022 rising to 7.08 percent at the end of October 2022. Since then, rates have stayed at just under 7 percent. Meanwhile, the average home value in Monterey increased from \$1.05 million in October 2021 to \$1.16 million at the end of September 2022.

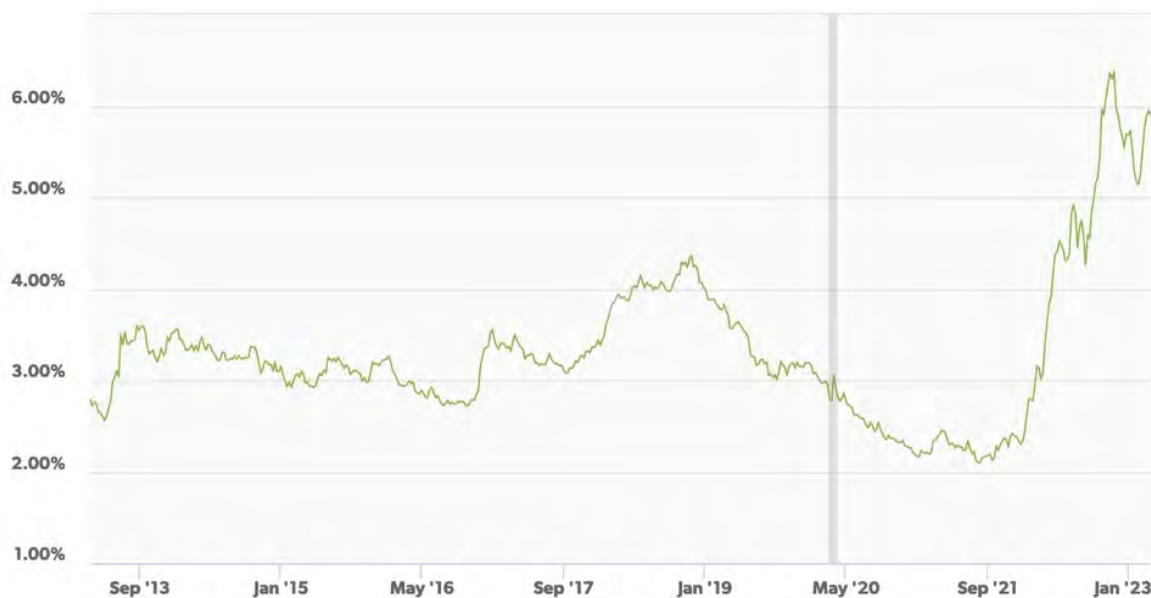
Households can usually afford to spend 30 percent of their monthly income on housing. This figure assumes that the household does not have an already high debt to income ratio, or other high monthly expenses. The Areawide Median Income (AMI) for a four-person household is \$90,100, an increase of 31.1 percent above the median income of \$68,700 in 2014 but less than a third of what a family could afford to buy a home in Monterey. The most recent average sale prices in mid-March 2023 ranged from \$401,948 for a one-bedroom condominium unit to \$4,950,000 for an eight-bedroom home on a .4-acre site. With a typical home value of \$1,018,379 and an interest rate of 6.16 percent for a 30-year fixed rate mortgage, a family would have to afford monthly housing costs of \$5,680 (including \$711 for taxes and insurance) a month for the average home.<sup>28</sup>

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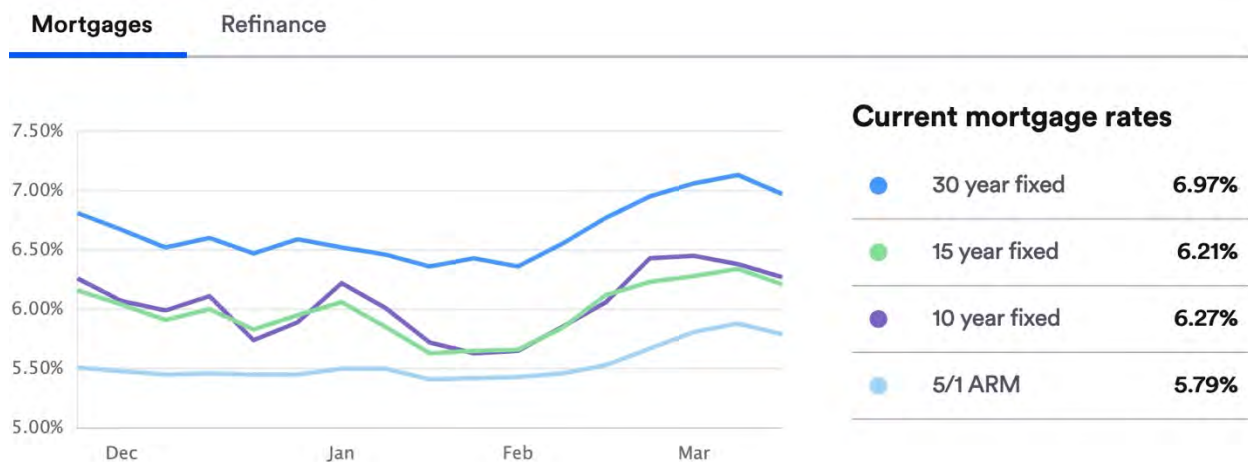
<sup>27</sup> Cal HFA, ADU Grant Program, <https://www.calhfa.ca.gov/adu/index.htm> and <https://www.calhfa.ca.gov/adu/homeowner/adu-steps.pdf>

<sup>28</sup> See <https://www.trulia.com/CA/Monterey/93940/> and Mortgage Calculator <https://www.trulia.com/mortgage-payment-calculator/>



**Chart B-1: National 30-Year Fixed Rate Mortgages, 2013-2023**

Source: Freddie Mac, Mortgage Rates Accessed 3/19/23, <https://www.freddiemac.com/pmms>

**Chart B-2: Weekly National Fixed Rate Mortgages, December 2022-March 2023**

Source: Bankrate, 30-year mortgage rates today. Accessed 3/19/23 <[tinyurl.com/2edpmnc6](https://tinyurl.com/2edpmnc6)>

The cost of financing has a substantial effect on the affordability and availability of housing. Interest rates have a significant role in determining the feasibility of development projects, especially residential real estate. Developers typically pass the cost of financing development projects onto buyers or tenants, thus affecting the affordability and availability of housing types for residents. The availability of financing for residents to purchase, refinance, and improve homes is an important analysis of the private market to determine the feasibility of homeownership access.

## C.2 Governmental Constraints

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The City of Monterey regulates the use and development of land through the General Plan, Zoning Ordinance, Subdivision Ordinance, and a variety of building and site development standards. These requirements are intended to protect the health, safety, and general welfare of the community and to ensure quality housing, they can also unintentionally contribute to delays or increased development costs. Actions taken by Monterey can thus have an impact on both the overall affordability of housing as well as its availability within the city. Governmental constraints that could lead to such cost increases include land use controls, site improvement requirements, building codes, fees, and other local programs to improve the overall quality of housing. The following section assesses the potential for governmental constraints on housing and issues identified will be addressed through programs in Chapter 4, Housing Action Plan.

## C.3 Land Use Plans and Policies

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### 2005 General Plan (As Amended)

The General Plan seeks to concentrate new residential development in mixed use neighborhoods within existing commercial areas. The “mixed-use neighborhood” development approach emphasizes the use of existing commercial areas for a combination of activities including residences, retail shops, services, and jobs all in proximity to one another. These areas are designed to be well served by transit and bicycle routes and have a welcoming pedestrian environment. The General Plan proposed to accommodate most of the projected residential development in three mixed-use commercial areas: Downtown, East Downtown, Cannery Row/Lighthouse Avenue, and North Fremont. The Plan maintained the existing pattern of development in Monterey’s residential areas designating two of the three residential classifications for single family development as described below:

- **Very Low Density Residential.** This category applies to single-family residential areas where the average density is less than two dwellings per acre.
- **Low Density Residential.** This category applies to single-family residential areas where the average density is between two to eight dwellings per acre.
- **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.

The Plan anticipated that less than seven percent of the new residential development would be in single-family areas through the planning horizon and the majority of the projected 2,135 units would be the new mixed-use neighborhoods.<sup>29</sup> The adopted General Plan would not accommodate the new Regional Housing Needs Allocation of 3,654 housing units and amendments will be required to accommodate the new RHNA number.

### Local Coastal Plans

The California Coastal Act requires cities and counties in the state’s Coastal Zone to enact and implement plans to manage coastal development. The LCPs must include policies and standards consistent with the Coastal Act to address issues such as shoreline public access, recreation, protection of natural and visual resources, planning for coastal-related industries and, effective January 1, 2022, protection against sea-level

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<sup>29</sup> City of Monterey General Plan, amended to June 2019, pp. 17-18

rise. The City of Monterey originally adopted a series of Land Use Plans (LUPs) to comply with the California Coastal Act. During the 1980s, Monterey divided its coastal planning area into five subareas—Cannery Row, Monterey Harbor, Del Monte Beach, Skyline, and Laguna Grande and prepared separate land use plans for each of these areas.

The Coastal Commission certified each of the land use plans, except for the Laguna Grande Plan, but the City never prepared or adopted the required implementation plan. Monterey is now completing preparation of a single land use plan consolidating all five subareas along with an implementation plan for adoption by the City Council and certification by the California Coastal Commission.<sup>30</sup> Until such time the Commission certifies the city's LCP, development up to 1,000 yards inland is potentially subject to review by the Coastal Commission for approval of a Coastal Development Permit.

The Coastal Act emphasizes the protection of low and moderate-income housing within the Coastal Zone. Government Code Section 65590 prohibits conversion or demolition of existing housing in the coastal zone occupied by low- or moderate-income persons and households unless provision has been made for the replacement of those units with comparable units on the same site or, if that isn't feasible, within three miles of the coastal zone. With respect to new development, however, many of the recent State laws intended to create additional opportunities for housing development and removing obstacles to residential development do not apply to development in the Coastal Zone. For example, the requirement for ministerial approval of ADUs and proposals to develop two or fewer units and urban lot splits pursuant to SB9 do not supersede the Coastal Act, and consequently, many coastal cities have found it difficult to meet the new housing mandates in a manner that does not conflict with the Coastal Act.

A memo from the Coastal Commission recommended that "local governments should adopt LCP amendments with standards that harmonize with SB 9 requirements as much as is feasible and that also ensure such new development is consistent with the Coastal Act and any applicable LCP policies, including requirements relating to notice of local decisions to the public and the Commission." One option for the City is to update its LCP to create a checklist of objective standards for qualifying projects so that little or no discretion is involved when considering them. The fact that the City has not yet adopted an LCP for certification by the Coastal Commission creates an additional obstacle for residential development within the Coastal Zone in Monterey.

### **Specific and Neighborhood Plans**

In addition to the General Plan and Coastal Plans, Monterey has adopted plans that include policies and standards affecting residential development. The following summaries list the specific plans focusing on issues related to housing.

#### **North Fremont Specific Plan**

The North Fremont Specific Plan was adopted in April 2014 and amended in August 2016. The Planning Area consists of approximately 47.7 acres on both sides of the 0.87-mile North Fremont Street from the eastern City limits west to State Highway 1. The area is designated by the City's General Plan as one of three "Mixed-Use Neighborhoods" along with Downtown/East Downtown, Cannery Row and Lighthouse Avenue described below. The Plan aims to direct future population growth into mixed use areas by emphasizing attractive design concepts and development guidelines that will provide unique character,

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<sup>30</sup> The City of Monterey Local Coastal Program, [https://www.monterey.org/city\\_hall/community\\_development/planning/planning\\_projects/local\\_coastal\\_program.php](https://www.monterey.org/city_hall/community_development/planning/planning_projects/local_coastal_program.php)

improved pedestrian experience, commercial opportunities, connections to the neighborhood, and bus transportation. Buildout projections list 130 new dwelling units on North Fremont Street and 50,000 square feet of new commercial development. The Plan encourages residential development as part of mixed-use projects and specifies alternatives for streetscapes, parking, and circulation as the area carries significant traffic from Highway 1.

### ***Lighthouse Specific Plan***

The Lighthouse Specific Plan was adopted September 6, 2016 and amended November 2016. The Plan guides the future development of the mixed-use area along Lighthouse Avenue and Foam Street, containing residences, retail shops, and services. The Planning Area includes the Lighthouse Avenue and Foam Street corridors, bordered by the Pacific Grove City Limits at David Avenue to the Lighthouse Tunnel and connecting side streets adjacent to the Lower Presidio area. The main objective of the Lighthouse Specific Plan is to guide development of a transit-oriented mixed-use community and revitalized destination point. Buildout projections include accommodating up to 113 dwelling units (as part of the 260 units projected by the 2005 General Plan) and a 35,000 square foot net increase in total commercial land use. The Plan includes design objectives, guidelines, and standards for land use and development provides guidance for improved bicycle boulevards, streetscapes, sewer collection, storm drainage, low impact design, and utility undergrounding.

### ***Downtown Specific Plan***

The Downtown Specific Plan was adopted in October 2013 and most recently amended in May 2020. The Planning Area encompasses approximately 106 acres in both Downtown and East Downtown. The Plan aims to develop a clean, enticing, and safe environment that provides gathering spaces and draws visitors into the area and offers a variety of services, events, and retail establishments. It establishes nine districts within its Planning Area and identifies several opportunity sites for commercial and residential development. Of the nine districts, Pearl District has the potential to accommodate housing at a higher density, while Pierce Street has several small lots that could also be developed with residential uses. The Pearl District, however, is subject to a density cap of 186 units imposed by the City Council in 2019 (see Resolution 19-211, Amend the Downtown Specific Plan to Establish a Density Cap Overlay). This amendment removed density restrictions on individual parcels and allowed development of any site in the Pearl District up to a height of four stories without any restriction on density as long as the maximum number of units in the entire 6.2-acre area did not exceed 30 units per acre. This amendment appears consistent with Government Code 66300 (Housing Crisis Act of 2019, which the Governor signed into law on October 9, 2019). Downtown buildout projections include 912 residential units, with the caveat that limited water sources will restrict the scenario to 260 units, and a total of 50,000 square feet of commercial use. The Plan provides for potential conversion of six segments of one-way street into two-way traffic and relocating the Monterey-Salinas Transit (MST) station from Simoneau Plaza to the Washington Street area.

### ***Cannery Row Conservation District Design Program***

The Cannery Row Conservation District design program was adopted April 6, 2004. The purpose of the design program is to maintain and preserve the traditional and historic character of the Cannery Row destination, providing guidance for improvement projects, new buildings, and alterations to existing structures. The design guidelines build on the City of Monterey General Plan, the Cannery Row Land Use Plan, the City of Monterey Zoning Ordinance, the Cannery Row Streetscape Study, and the Monterey Peninsula Recreational Trail Policies and Standards for Adjacent Development. Specific design goals include maintaining traditional character, accommodating compatible changes, preserving historic resources, and strengthening the overall identity of the district. The program does not include specific buildout projections.



**East Del Monte Avenue Area Plan**

The East Del Monte Avenue Area Plan was adopted September 1986. The Plan aims to implement General Plan policies focused on protecting and enhancing scenic gateways along Del Monte Avenue and screening commercial uses through design, landscape, and parking standards such as reducing street parking. The Plan includes eight small areas north and south of Del Monte Avenue, mostly between Highway 1 and Palo Verde Avenue, except for one area which extends to two small blocks beyond Highway 1. The area includes industrial and commercial uses, as well as natural landscape that has access to the Monterey Bay Coastal Recreation Trail. No buildout projections are included, though the Plan suggests rezoning one of the areas from commercial space to residential, which it is today.

**Ryan Ranch Area Plan**

The Ryan Ranch at Monterey Plan dates from September 1980 and was revised most recently in August 1987. The Plan Area consists of 309 acres stretching from Highway 68 between York and Canyon del Rey Roads, northeastward to the Ford Ord boundary at roughly South Boundary Road. Ryan Ranch lies entirely in the City of Monterey. The Plan aims to guide development for Ryan Ranch to include a 213-acre Industrial Park for 29 sites, a 75-acre City Park, a 3.5-acre parcel for service commercial needs, and 17.5 acres of public internal streets. The Plan describes uses and standards for the area, which today provides a variety of uses, including medical facilities, CSUMB operations, a shipping center, a law office, and a veterinarian office. The existing Plan does not propose any residential uses, which are limited due to airport safety zone regulations.

## **C.4 Land Use and Development Regulations**

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Monterey regulates the type, location, density, and scale of residential development through its zoning and subdivision ordinances, as well as through standards in its specific plans, all of which must be consistent with the General Plan. These regulations are also intended to achieve other purposes, such as to provide a “precise guide” for the physical development of the city, to preserve the character and quality of existing residential neighborhoods, to conserve and enhance architectural and cultural resources and key visual features of Monterey’s setting, to prevent the population from exceeding General Plan limits, and provide for “review of the appearance of new development to preserve the beauty of the city.”

The Monterey Zoning Ordinance (Chapter 38 of the City Code) allows residential development in all residential and commercial zones, as shown on Table C-3: Permitted Housing Types by Zoning District; however, except for single family residences, many other types of housing require a Use Permit approved by the Zoning Administrator (ZA) or Planning Commission (PC) and design review by the Architectural Review Committee (ARC). These discretionary review procedures can be a constraint to residential development due to their cost and the time required for review and approval. Moreover, these discretionary approvals are subject to environmental review and to appeal, all of which increase uncertainty for applicants.

**Table C-3: Permitted Housing Types by Zoning District**

<b>P</b>	<b>Permitted subject to zoning compliance determination</b>								
<b>U</b>	<b>Conditional Use Permit</b>								
<b>X</b>	<b>Not permitted</b>								
<i>Use Type</i>	<i>Zoning District</i>								
	<i>RE</i>	<i>R1</i>	<i>R2</i>	<i>R3</i>	<i>C1</i>	<i>C2</i>	<i>C3</i>	<i>CO</i>	<i>CR</i>
Single-Family	P	P	P	P	U	U	X	U	X
Accessory Dwelling Units	P	P	P	P	P	P	P	P	P
Mixed Use	X	X	X	X	U	U	U	U	U
Multi-Family									
2-3 units	X	X	P	P	P	P	P	P	P
4 + units	X	X	U	U	U	U	U	U	U
Group Residential	X	X	X	P	X	U	X	X	X
Emergency Shelter	X	X	X	X	P	P	P	P	X
Residential Care-Limited	P	P	P	P	X	X	X	X	X
Residential Care - General <sup>1</sup>	U	U	U	U	X	X	X	U	X
Single-Room Occupancy	X <sup>2</sup>	X <sup>2</sup>	X <sup>2</sup>	X <sup>2</sup>	X <sup>2</sup>	X <sup>2</sup>	X <sup>2</sup>	X <sup>2</sup>	X <sup>2</sup>
Supportive Housing									
2-3 units	P	P	P	P	P	P	P	P	P
4 + units			U	U	U	U	U	U	U
Transitional Housing									
2-3 units	P	P	P	P	P	P	P	P	P
4 + units		U	U	U	U	U	U	U	U

Notes:

1. Classification includes homeless shelters (Zoning Code Section 38-17. P).
2. SROs not specifically mentioned.

The residential development standards for the various zoning districts are summarized in Table C-4 Residential Development Standards on the following pages. Residential densities in PC districts may not exceed the maximum the General Plan permits and height, setbacks, open space, development intensity, and performance standards are as applicable to the underlying district. The PC Plan or Specific Plan may, however, establish different and additional standards for other development features. (Monterey Zoning Code, Section 38-53)

### Parking Standards

Required parking can significantly increase project development costs and reduce the feasibility of residential development. The Housing Action Plan commits the City to reviewing existing parking standards and making revisions to ensure they are appropriate in light of anticipated parking demand and comply with applicable State requirements mandating reduced parking based in proximity to transit. These mandates include the passage of AB 2097, which added Government Code Section 65863.2 prohibiting the imposition of minimum parking standards within a half mile of public transit.

**Table C-4: Development Standards by Zoning District**

<i>Zone</i>	<i>Minimum Lot Area</i>	<i>Height</i>	<i>Front Setback</i>	<i>Side Setback</i>	<i>Rear Setback</i>	<i>Maximum Lot Coverage %</i>	<i>Maximum FAR %</i>
R-E-20 to R-E-5A	20,000 sq. ft. to 5 acres	2½ stories and 30 ft	35 ft	First story: combined 20% of lot width, 15 ft minimum; second story: 30% of lot width, 15 ft. minimum. Corner side: 20 percent of the lot width but not more than 25 feet.	35 ft, or 20% of lot depth, but not less than 10 ft on lots less than 100 ft in depth	35	40
R-I-5 to R-I-40	5,000 to 40,000 sq. ft.	2 stories and 25 ft.	15 ft (house); 20 ft parking	First story: combined 20% of lot width, 4 ft minimum and 10 ft maximum; second story: combined 40% of lot width, 7ft minimum and 10 ft maximum. Corner side: 20 percent of lot width; 10 foot minimum, 15 foot maximum.	20 ft	40 one-story buildings; 35 two or more story buildings	40
R-2-5 to R-2-20	5,000 to 20,000 sq. ft.	2 stories and 25 ft.	20 ft	5 ft, or for single-family residences, 10% of lot width, 4 ft minimum, or for multi-family dwellings, shall be increased at the rate of 2 ft per story for each story, min 15 ft. Corner side: 20 percent of lot width; 10 foot minimum, 15 foot maximum.	15 ft, or for single-family residences less than 100 ft in depth, 20% of lot depth, no less than 10 ft, or for two story structures, 20 ft.	35	35, or up to 40 for secondary units that are attached to the primary unit and on lots 5,000 sf or greater
R-3-5 to R-3-20)	5,000 to 20,000 sq. ft.	2 stories or 25 ft	20 ft	5 ft, or for single-family residences: Minimum 10% of lot width, 4 ft minimum; multi-family dwellings setback increased 2 ft per story for each story. Corner side: 20	15 ft, or for single-family residences on lots less than 100 ft in depth, 20% of lot	40 <sup>2</sup>	35 <sup>3, 4</sup>

**Table C-4: Development Standards by Zoning District**

Zone	Minimum Lot Area	Height	Front Setback	Side Setback	Rear Setback	Maximum Lot Coverage %	Maximum FAR %
				percent of lot width; 10-foot minimum, 15-foot maximum. On corner lots, attached or detached garages opening onto the side street shall be at least 30 feet from the side property line.	depth, 10 ft minimum		
C-1	5,000	2 stories or 25 ft	0 <sup>5</sup>	0 <sup>5</sup>	10 <sup>5</sup>	50 <sup>6</sup>	NA
C-2	5,000	2 stories or 25 ft; 3 stories and 35 ft <sup>7</sup>	0 <sup>5</sup>	0 <sup>5</sup>	0 <sup>5</sup>	50 <sup>6</sup>	NA
C-3	10,000	2 stories or 25 ft; 3 stories, 35 ft <sup>7</sup>	0 <sup>5, 8</sup>	0 <sup>5</sup>	0 <sup>5</sup>	50 <sup>6</sup>	NA
CO	15,000	2 stories or 25 ft; 3 stories, 35 ft <sup>7</sup>	20	5 ft, or two-and three-story buildings 10 ft. Corner Side: 20% of width, min. 10 ft. max. 15 ft.	10	50	NA
CR <sup>10</sup>	5,000	4 stories and 45 ft; for multi-family residential 15 ft plus 3 ft for each story over three	0	Multi-family residential, 15 ft plus 3 ft for each story over three. Corner side: 10 ft	0	NA <sup>11</sup>	Waterfront side of CR, 2. Opposite or non-waterfront side of CR 3
PC-D (Downtown Specific Plan)	0	Alvarado District, 4 stories; East Village District, 3 stories; Pearl District, 3	0	0	0	NA	NA



**Table C-4: Development Standards by Zoning District**

Zone	Minimum Lot Area	Height	Front Setback	Side Setback	Rear Setback	Maximum Lot Coverage %	Maximum FAR %
		stories; All other districts 2 stories. <sup>11</sup>					
PC-NF (North Fremont Specific Plan)	0	Buildings fronting North Fremont: 35 ft. Up to 50 ft in the Visitor Serving Area on the south side of North Fremont with a use permit.	0 (projects shall be “predominantly ...built to back of sidewalk.” 15 ft for projects fronting on Bruce Lane. <sup>12</sup>	5-10 (corner side of ground floor residential <sup>13</sup>	0		
PC-LH (Lighthouse specific Plan)	0	One and two story buildings are preferred; Three story buildings (35 foot maximum height) may be permitted subject to objectives; exceptions to numerical limits may be permitted subject to ARC review and are subject to accessibility requirements.	0	0	0	NA	NA

Notes:

**Table C-4: Development Standards by Zoning District**

<i>Zone</i>	<i>Minimum Lot Area</i>	<i>Height</i>	<i>Front Setback</i>	<i>Side Setback</i>	<i>Rear Setback</i>	<i>Maximum Lot Coverage %</i>	<i>Maximum FAR %</i>
<ol style="list-style-type: none"> <li>1. On lots 5,000 square feet or larger, 40% FAR for secondary units that are attached to the primary unit.</li> <li>2. 35%, except that lots greater than 5,000 square feet are allowed an additional 1% per 1,000 square feet of additional lot coverage, up to maximum of 40% excluding uncovered decks and stairways</li> <li>3. No more than 50% of the dwelling units on any parcel may consist of apartments less than or equal to 500 square feet in area. Except for mixed use and senior citizen apartment developments, at least one third of any apartment development of three or more units shall consist of two or more bedrooms.</li> <li>4. The permitted floor area of one single-family dwelling on a lot, measured to exterior dimensions, may be increased to maximum of 40% of total lot area; provided, that all provisions of the R-1 zone concerning floor area ratio, setbacks and lot coverage are met. For parcels under 3,600 square feet, the permitted floor area shall not exceed 35%.</li> <li>5. Abutting or fronting on an R district, standards of adjacent district apply.</li> <li>6. Use Permit required for coverage 50% or more.</li> <li>7. Use Permit required.</li> <li>8. Along East Del Monte Avenue, average yard is 15 feet and minimum yard is 10 feet.</li> <li>9. Ten feet for two- and three-story buildings.</li> <li>10. Multifamily residential development must comply with the R-3 District standards.</li> <li>11. Planning Commission may exempt from coverage requirements: (1) certain structures when open on all sides, such as covered walks, if accessory to major buildings, and (2) underground parking structures upon finding that they are consistent with the purpose and intent of the CR District.</li> <li>12. Bruce Lane 15, North Fremont 0, side streets 5-10 ft.</li> <li>13. Density Cap Overlay allows up to four stories for projects with at least 50% of FAR dedicated to residential use.</li> <li>14. Planning Commission may modify any development standard to permit project consistent with Cannery Row LCP to respect historic character of Cannery Row structures and architectural character, pedestrian scale, and perspective of Cannery Row buildings.</li> </ol>							

*Source: City of Monterey Zoning Ordinance, October 2022: Downtown Specific Plan, August 2010; North Fremont Specific Plan, April 1, 2014, rev. August 17, 2016.*

**Table C-5: Off-Street Parking Requirements for Residential Uses**

<i>Use Type</i>	<i>Required Spaces</i>
<b>Single Family</b>	
<i>Lots under 5000 sq. ft.</i>	One covered outside front setback
<i>Lots 5000 sq. ft. or more</i>	Two including one covered outside front setback <sup>1</sup>
<i>Accessory Dwelling Unit<sup>2</sup></i>	One additional per unit or bedroom, whichever is less, with exceptions per State law.
<b>Multi-Family Rental<sup>3</sup></b>	
<i>Studio</i>	1.2
<i>One-Bedroom</i>	1.5
<i>Two-Bedroom</i>	2
<i>Three or more bedrooms</i>	2.5
<i>Buildings w. 25 or more units</i>	2 per unit
<b>Multi-Family Condominium and Condo Conversions<sup>4</sup></b>	
<i>Studio to Two-Bedrooms</i>	2 including one covered
<i>Three or more Bedrooms</i>	3 including one covered
<i>Residential Care, General</i>	1 per 3 beds
<i>Senior or Elderly</i>	.5 per unit
<i>Group Residential</i>	1 per guest room
<i>Mixed-Use (residential apartment units)</i>	1 permanently assigned per unit (no covered parking)

**Notes:**

1. Tandem permitted
2. Covered parking not required for units created through conversion to residential in Multi-Family Residential Overlay.
3. Every unit must have at least one permanently assigned parking space for each unit. Covered parking spaces are not required. Units over 1,000 sq. ft. may be required to conform to Multi-family, Rental and Multi-family, Condominium requirements. A portion of the required parking, as determined by the Planning Commission on a case-by-case basis, shall be set aside for visitor parking and shall be uniformly distributed throughout the development.

*Source: City of Monterey Zoning Ordinance, October 2022*

The Downtown and North Fremont Specific Plans have less stringent parking requirements. For parking in the North Fremont area, the maximum required parking for residential uses is 1.5 spaces per unit, and residential projects in the Downtown Plan Area must provide .5 space per unit. Additionally, all new residential projects in these Specific Plan Areas are required to “unbundle” parking, which can make the cost of housing less expensive for residents by creating a separate optional charge for those who want a parking space. Parking requirements may also be met with an in-lieu fee and shared parking is allowed between:

- different uses within a single mixed-use building;
- residential buildings and an off-site parking facility, provided that the off-site facility is within 1,000 feet of the building entrance; and,
- non-residential buildings and an off-site parking facility, provided that the off-site facility is within 1,250 feet of the building entrance.

In the Downtown and North Fremont Specific Plans Areas, off-site shared parking located farther than 1,000 feet may be permitted at the discretion of staff with documentation that reasonable provision has been made to allow off-site parkers to access the principal use (e.g. shuttle bus, valet parking service, free transit passes, etc.).

### **Specific Plan Development Standards**

Within the Downtown and North Fremont Specific Plan areas, residential uses (single family, multi-family, and single room occupancy units) are permitted uses. The Council amended the Plans in 2021 to remove the requirement for a use permit to allow residential uses on the ground floor (City Council Resolution 21-129). The same resolution also modified the requirements limiting residential units along the street frontage in the Alvarado District between Alvarado Street and the first block of Del Monte Avenue and Franklin Street. Ground floor residential is conditionally allowed (i.e., use permit required) on Calle Principal and Tyler Streets. Second floor residential uses are permitted uses in all specific plan areas, except those designated for public recreation. The permitted density is 30 units per acre in all specific plan areas, except for the Alvarado District, where up to 100 units/acre is permitted. The North Fremont Specific Plan allows for densities that exceed 30 units/acre if the project is “of exceptional design, implements the vision of the North Fremont Specific Plan and is consistent with all applicable design objectives with no exceptions”.

The Lighthouse Specific Plan allows mixed-use projects to have ground floor residential uses located behind commercial uses and along the street frontage in some areas within the Lighthouse Avenue Character Area. Residential uses with three units or less are permitted on the first floor in both the Lighthouse Avenue and Foam Street Character Areas, but residential uses with four units or more on the first floor require a conditional use permit. Residential uses above the first floor in the Lighthouse Avenue and Foam Street Character Area are permitted. A use permit is required if the density exceeds 30 units per acre.

### **Commercial Zoning District Standards for Mixed-Use Development**

Monterey permits mixed-use projects in all commercial districts subject to approval of a use permit. Section 38-33, Supplemental Regulations Applicable to C Districts requires that mixed-use development meet the development standards of the underlying zone with several qualifications and exceptions, some of which do not meet State requirements that regulations applicable to mixed-use projects (i.e., developments with at least two-thirds of the floor area designated for residential use) be “objective standards.” Specifically, the following provisions from the existing code are subjective and should be revised:

- Commercial and office uses shall be the predominant street frontage use in a mixed-use project;
- Mixed-use developments should be compatible with the existing design elements of the surrounding area. The development should not look like an apartment building, if the predominant design is commercial; and,
- Density may exceed 30 units per acre if Planning Commission determines that additional units will make the mixed-use building size and height compatible with adjoining buildings.

The Housing Action Plan (Chapter 4) includes a program that commits the City to review and revision of the standards for mixed-use projects to ensure compliance with the State requirements for limiting standards applicable to residential development to objective standards that involve no personal or subjective judgment by a public official and which are uniformly verifiable by reference to an external and uniform benchmark or criterion.

### **Subdivision and On- and Off-Site Improvements**

Chapter 33 of the Monterey City Code establishes standards and procedures for subdivisions including required off-site improvements. Section 33-2 states that subdivisions must comply with the General Plan and Zoning Ordinance as well as the specific provisions regulating subdivisions. The ordinance also directs planning authorities charged with implementing the subdivision requirements to “consider their effect on the housing needs of the region and balance these needs against the public service needs of the City’s residents and available fiscal and environmental resources.” Monterey is in the process of amending its



zoning and subdivision requirements to ensure compliance with the requirement enacted by SB 9 to allow division of lots in single-family residential districts. The new requirements, which are codified in State Government Code Sections 65852.21.21 and 66411.7 require ministerial approval of a housing development with no more than two primary units in a single-family zone or subdivision of a parcel in a single-family zone into two parcels subject to compliance with objective development standards and requirements in the State law.

Chapter 33 incorporates the basic requirements applicable to land divisions in the State Subdivision Map Act but establishes additional requirements for residential, hillside, nonresidential and tandem lot subdivisions. The requirements for residential condominiums (Section 33-9) establish additional requirements for residential condominium conversion projects including minimum standards for noise and sound transmission, recycling and waste enclosures, correction of immediate hazards and minimum building and site improvements intended to bring conversion projects into closer compliance with requirements for new residential projects. Although compliance with development standards and requirements for on- and off-site improvements increase the cost of developing condominium projects, Monterey has established a number of provisions intended to protect and assist lower income households.

### **Protections for Lower Income Households**

Chapter 8, Section 8-1 and Article 2, Section 33-9 establishes inclusionary housing requirements for new subdivisions and condominium conversions with more than six units and establishes other requirements to protect lower income households and expand their housing opportunities. These include provisions for tenant relocation assistance and requirements for developers to provide incentives intended to increase homeownership in the city. Condominium developers must prepare an Ownership Assistance Plan that documents measures that will be provided to assist existing tenants in conversions, others who are current renters in the city, and employees working in Monterey to purchase condominium units. The City Council may impose other requirements to help achieve the city's goal of ensuring at least 50 percent of the units in a condominium subdivision are owner occupied and purchased by tenants residing in rental units in the City of Monterey, by employees working in the city, or by existing tenants in apartments that are proposed for conversion.

## **C.5 Provision for a Variety of Housing Types**

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Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage development of various types of housing for all economic segments of the population. This includes single-family housing, multi-family housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others. Table C-3 above summarizes the existing use regulations applicable to various housing types.

### **Accessory Dwelling Units**

The State first enacted regulations for Accessory Dwelling Units (ADUs) in 1982 with the addition of Government Code Section 65852.2, which authorized local agencies to approve second units through a conditional use permit process. The law has been amended several times since then, most recently with the adoption of SB 897 and AB 2221, which specified that design and development standards applicable to ADUs must be objective, increased the minimum heights limits to 18 to 20 feet for detached ADUs within a half-mile walk of a major transit stop or 25 feet for an attached ADU, and made other changes to facilitate ADU development.

The City's current zoning ordinance includes two sets of provisions applicable to ADUs. Section 38-112.6, Accessory Dwelling Units and Junior Accessory Dwelling Units (JADUs), adopted in November 2021 revised the City's requirements to comply with amendments the State adopted to that date. In November 2022, the City Council enacted further revisions to the regulations to make its requirements consistent with the most recent changes to State law. The on-line version of the Zoning Code (<https://monterey.municipal.codes/Code/38>) may not reflect all of the revisions the Council has adopted. The Housing Action Plan includes a program to ensure that the on-line Code is regularly updated to incorporate City actions.

A variety of information about ADUs and JADUs, including a step-by-step guide to the approval process, a list of common questions, and links to the HCD ADU Handbook and other guidance materials from HCD and other sources is also available from the City of Monterey Building and Safety Office webpage.

### Emergency Shelters

The 2022 Point-in-Time Count found 101 persons experiencing homelessness in the City of Monterey in 2022. Of these, 74 were unsheltered and 27 were living in shelters.<sup>31</sup> This is a 50 percent decline from 2019 when the count identified 204 homeless individuals. The 17 percent decrease in homelessness across Monterey County was mirrored across its sheltered and unsheltered populations. Of the jurisdictions in the county, Pacific Grove and Del Rey Oaks were the only two cities to experience increases. The census of homeless persons was conducted on January 29 and March 31, 2022, and included an early morning count of unsheltered individuals and families sleeping outdoors on the street; at bus and train stations; in parks, tents, and makeshift shelters; and in vehicles and on abandoned properties as well as a nighttime count of individuals and families staying at publicly and privately-operated shelters.<sup>32</sup>

The vast majority of respondents interviewed in a follow-up survey (85 percent) reported they had been homeless for a year or longer, representing a substantial increase from 2019 when 63 percent said they had been homeless for a year or more. The majority (83 percent) reported that they were living in Monterey County at the time they became homeless; 80 percent said they had been living in the county for five years or longer, and 64 percent said they had been County residents 10 years or more. Just over a third of the survey respondents reported they were living in a home owned or rented by them or their partner before becoming homeless, which represented a decline from 2019 when 46 percent gave this response. The majority (50 percent) of respondents said that financial issues were the primary cause of their homelessness, a significant increase from previous years. Just over a third cited alcohol or drug use, 29 percent said incarceration, and 23 percent cited mental health issues. When asked about obstacles to obtaining permanent housing, the most common response was the cost of renting. Only 10 percent said they had received a housing voucher of some kind during the previous 12 months but only 21 percent of those with vouchers reported that they were able to use their vouchers.<sup>32</sup>

State law requires the Housing Element to address planning and approval requirements for emergency shelters. Jurisdictions with an unmet need for emergency shelters for persons experiencing homelessness are required to identify a zone(s) where emergency shelters will be allowed as a permitted use without a conditional use permit or other discretionary permit. The identified zone must have sufficient capacity to accommodate the shelter need, and at a minimum provide capacity for at least one year-round shelter. Permit processing, development and management standards for emergency shelters must be objective and facilitate the development of, or conversion to, emergency shelters. California Health and Safety Code

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<sup>31</sup> Monterey County Point-In-Time Homeless Count <https://chsp.org/wp-content/uploads/2022/07/2022montereyfinalV2.pdf>

Section 50801(e) defines an emergency shelter as “housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person.”

In 2015, the city established the Safe Parking Program (Monterey Zoning Code Section 38-126), which allows the use of existing parking lots on a temporary basis to provide individuals and families living in vehicles with a safe place to park overnight while working towards a transition to permanent housing. Parking programs must be managed by a social service provider.

In 2017, the City of Monterey amended its Zoning Ordinance to establish an emergency shelter overlay district to facilitate the provision of emergency shelter for homeless persons and in compliance with Government Code Section 65583 (a)(4). The ordinance, which Monterey adopted in response to Senate Bill (SB) 2 (Cedillo, 2007) requiring the City to allow emergency shelters without any discretionary action in at least one zone appropriate for permanent emergency shelters, establishes objective development and management standards as allowed by the State. These standards include:

- Allowing a maximum of 35 beds or persons to be served nightly by the facility;
- Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone;
- The size and location of exterior and interior on-site waiting and client intake areas;
- The provision of on-site management;
- A minimum separation of 300 feet from another emergency shelter;
- A maximum six-month length of stay by a homeless person ;
- Maximum light levels and spacing; and
- Security during hours that the emergency shelter is in operation.

The existing Code allows emergency shelters by right in the C1, C2, C, and CO districts. Recent amendments to the requirements in Section 65583(a)(4) require local governments with zoning that only allows shelters by right on sites zoned for nonresidential uses must demonstrate that these sites are located near amenities and services that serve people experiencing homelessness, such as health care, transportation, retail, employment and social services, or that the local government provides free transportation to these services or offers them on site. Moreover, there must be sufficient sites to provide at least 200 square feet per person unless the local agency already has one or more shelters that have provide denser accommodations. (See sub-sections (4) (H) through (4) (J). As noted above, the 2022 Point-in-Time Count found 101 persons experiencing homelessness in the City of Monterey, which would require sufficient area to provide a total of at least 20,200 square feet to meet the State requirements.

Section 38-99.2 of the Zoning Code limits the number and capacity of shelters allowed in the Overlay District to “that required to meet the shelter needs of the number of estimated homeless persons in the City identified in the City’s housing element.” This provision may be too restrictive given possible fluctuation in the number of unhoused persons over the duration of the eight-year planning period and may conflict with State requirements. Government Code 65583(a)(4) requires cities to enact zoning regulations that will make it possible to accommodate the need for emergency shelters based on the capacity needed to accommodate the most recent count of homeless persons conducted before the start of the planning period. The estimate also needs to consider the number of beds available on a year-round and seasonal basis, the number of shelter beds that go unused on an average monthly basis within a one-year period, and the percentage of those in emergency shelters that move to permanent housing solutions.

In 2019, the State enacted Assembly Bill 101, which amended the Government Code Section 65660 to require municipalities to permit a Low Barrier Navigation Center (LNBC) to be permitted by right in

mixed-use districts and nonresidential zones that permit multifamily development. A LNBC is defined as a “housing-first, low-barrier, temporary, services-enriched shelter focused on helping homeless individuals and families to quickly obtain permanent housing.” As noted above, the existing code allows emergency shelters in all mixed use and most nonresidential zones that permit multifamily development.

### **Employee and Farmworker Housing**

Housing elements must ensure that local zoning, development standards, and permitting processes comply with State Health and Safety Code Sections 17021.5 and 17021.6. This generally requires employee housing for six or fewer persons to be treated as a single-family structure and residential use. The City’s zoning, development standards and permitting processes currently comply with the State Employee Housing Act (Health and Safety Code Sections 17021) which requires employee housing for six or fewer persons to be treated as a single-family structure and residential use. The Act also allows farmworker housing with up to 12 units or accommodations for 36 persons by-right in any zone where agriculture is a permitted use. No conditional use permit, zoning variance, or other zoning clearance may be required for this type of employee housing.

The special housing needs of many agricultural workers is due to their generally lower wages and the insecure nature of their employment. Only 281 workers representing about 2 percent of the city’s work force were employed in agricultural and natural resources industries in 2019, compared with 29,975 (15.6 percent) of all workers in Monterey County.<sup>32</sup> Census data indicates that there were only 157 persons that worked in agricultural, fishing, forestry, hunting, and/or mining. Because there is no land within the City limit that the General Plan or Zoning Ordinance classifies or designates for agricultural use, it is likely that the workers identified as being engaged in agriculture, work in other businesses associated with this use. As such, the demand for housing generated by farmworkers in the City of Monterey is likely to be nominal and can be addressed through other types of affordable housing.

The Housing Authority of Monterey County operates Migrant and Permanent Farm Labor housing with a total of 215 housing units for this targeted population. Farmworker housing available in Monterey County includes a 100-unit housing project for migrant farm worker in Spreckels developed by Tanimura & Antle, an agricultural company, completed 2016.<sup>33</sup> Section 17021.6, which generally requires employee housing consisting or not more than 36 beds in group quarters or 12 units or less designed for use by a single family or household to be treated as an agricultural use, does not apply to the City of Monterey because there are no agricultural zoning districts or agricultural lands.

### **Housing for Extremely Low-Income Households**

Assembly Bill 2634 (Lieber, 2006) requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Housing elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units (SROs). Extremely low-income households typically comprise persons with special housing needs, including, but not limited to, persons experiencing homelessness or near-homelessness, persons with substance abuse problems, and farmworkers. The Downtown, North Fremont, and Lighthouse Area Specific Plans all include a definition for Single Room Occupancy (SRO) facilities but do not specify what type of approval Monterey requires for this land use. A program has been added to the Housing Action Plan (Chapter 4) to address this.

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<sup>32</sup> U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table C24030.

<sup>33</sup> <https://www.pewtrusts.org/en/research-and-analysis/blogs/stateline/2017/01/05/could-good-affordable-housing-solve-farmworker-shortage>



### **Mobile/Manufactured Homes**

Mobile homes (also referred to as manufactured homes) are considered single-family homes and are treated as such, given that they are certified under the National Mobile Home Construction and Safety Standards Act of 1974, which are installed on a permanent foundation approved by the City. Manufactured homes – including mobile homes and pre-fabricated homes – have the potential to reduce housing development costs. The existing Monterey Zoning Code defines manufactured homes to include both mobile homes and modular housing that meets federal standards for manufactured homes. (Section 38-11, Definitions. Section 38-14 of the Code classifies manufactured homes (mobile homes and factory-built housing) as either single-family or multi-family residential depending on the number of units provided.

The Code includes some standards that may impede the use of either mobile homes or manufactured housing to help meet Monterey's housing needs. These include the requirement for obtaining a Certificate of Compatibility that must be renewed every two years and prohibiting manufactured homes on lots with an average slope exceeding 10 percent. (Monterey Zoning Code Section 38-26. H.2). In contrast to Seaside, Pacific Grove, other nearby cities and unincorporated Monterey County, there are no mobile home parks within the Monterey City limits and the Monterey zoning code does not define or establish any specific provisions for such use. Mobile home parks, which are typically defined as sites under one ownership that are planned and developed to accommodate two or more manufactured homes for non-transient use, offer an affordable housing option to many low- and moderate-income households.

The Monterey Subdivision ordinance includes requirements that any proposal to convert a mobile home park to another use include a report on the impact of the conversion upon displaced park residents. The subdivider is required to provide each resident with a copy of the report and the Planning Commission may require the subdivider to mitigate adverse impacts of the conversion on park residents. (Chapter 33, Section 33-41, Mobile home Parks)

### **Multi-Family Housing**

In 2019 Monterey amended the Zoning Code to establish a Multifamily Residential Overlay District allowing the development of up to 405 units at a maximum density of 30 units per acre in the Industrial zoned area along Garden Road. (Monterey Zoning Code Article 16C, Multifamily Residential Overlay Districts). The regulations include development standards that are somewhat less stringent than otherwise applicable to multi-family development. To date, the City has approved 89 units and the City anticipates construction of these units. It is important to note that all these projects were downsized to meet on-site water credits. The developer was interested in building more affordable housing at the various sites, but water credits were not available. The City also sought relief from the State Water Resources Control Board for these projects but the request was denied.

In all the other districts where multi-family development is allowed, projects with three or fewer units are permitted by right and larger projects require Planning Commission approval of a use permit. Issuance of a use permit requires the planning authority to make findings based on information in the record that the proposed use:

1. Is in accord with the objectives of this Code and the purposes of the zone;
2. Will be consistent with the General Plan;
3. Will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city; and,
4. Will comply with any specific condition required for that use.

When the project is proposed to be a new condominium or a condominium conversion, approval of the use permit also requires a determination that the applicant has demonstrated:

1. Financial ability to carry out the proposed project;
2. That construction will start within 30 months of project approval of the project; and,
3. Completion of construction within a reasonable time, as determined by the Planning Commission.

Multi-family housing projects may also be subject to architectural review (Zoning Code Article 25). This analysis includes further discussion below regarding the constraints that these procedures create for multi-family and other housing types.

### **Residential Care Facilities**

Residential Community Care Facilities (CCFs) are licensed by the Community Care Licensing Division of the State Department of Social Services to provide 24-hour non-medical residential care to children and adults with developmental disabilities who need personal services, supervision, and/or assistance essential for self-protection or sustaining the activities of daily living. The California Health and Safety Code requires that any licensed residential facility serving six or fewer persons (small residential care) must be treated like a single-family home. This means that such facilities must be a permitted use in all residential zones in which a single-family home is permitted and may only be subject to the same regulations applicable to single-family homes. This mandate applies to virtually all licensed group homes including, but not limited to facilities for persons with disabilities, residential care facilities for the elderly, and facilities for alcohol and drug treatment.

The Monterey Zoning Code classifies licensed residential care facilities providing 24-hour-a-day care to six or fewer persons with non-medical conditions as a residential use but State-licensed residential care facilities providing 24-hour-a-day care to seven or more persons with non-medical conditions (large residential care), are categorized as a type of public/semipublic facility. This is inconsistent with State law, which classifies both types of facilities as a residential use. The Code permits facilities serving six or fewer persons by right in all residential districts (R-E, R-1, R-2, and R-3) but requires a conditional use permit to establish residential care facilities for seven or more persons in any residential districts or in the Office and Professional District, which is the only non-residential district where they are allowed.

The Action Plan includes a program to revise the Code to include definitions, use regulations, and requirements for both types of residential care to comply with the federal and State Fair Housing Acts, and other statutory requirements. This program will be consistent with the guidance provided in the State's recently published Group Home Technical Advisory.<sup>34</sup>

### **Single-Room Occupancy (SRO) Units**

Single-room occupancy (SRO) units are small, one-room units occupied by a single individual or couple that may have either shared or private bathroom and kitchen facilities. This type of housing is an alternative housing that is affordable to extremely-low-income households. Monterey's current regulations do not recognize SRO units as a type of housing, but rather classifies SRO hotels as a type of Visitor Accommodation Facility that is subject to the Uniform Transient Occupancy Tax imposed on hotels, motels, bed and breakfast inns, and similar facilities rented for a period of 30 days or less. (Monterey

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<sup>34</sup> California Department of Housing and Community Development, Division of Housing Policy Development, "Group Home Technical Advisory", December 2022. Download at <https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/group-home-technical-advisory-2022.pdf>

Municipal Code, Article 3. Uniform Transient Occupancy Tax). SRO units are permitted by right in the Downtown, North Fremont, and Lighthouse Specific Plan areas, except when located on the ground floor of a mixed-use development fronting on North Fremont and are not permitted on the first floor between Alvarado Street and the first block of Del Monte Avenue and Franklin Street in the Alvarado District. The Housing Action Plan proposes to revise the Zoning Ordinance and other City regulations to recognize SRO units rented for more than 30 days as a type of housing. SRO units should, at a minimum, be permitted in the same districts where residential uses are allowed subject to the same use regulations, including provision for individual or communal cooking facilities.

### **Transitional and Supportive Housing**

Supportive housing is generally defined as permanent, affordable housing with on-site or off-site services that help residents, who fall within the “target population” under State law, improve health status, and maximize their ability to live and, when possible, work in the community. Services may include case management, medical and mental health care, substance abuse treatment, employment services, and benefits advocacy. Supportive housing is further defined as “housing with no limit on length of stay and that is occupied by a target population as defined in the Government Code and subdivision (d) of Section 53260 of the California Health and Safety Code, that provides, directly or indirectly, a significant level of on-site or off-site services to help residents retain housing, improve their health status, and maximize their ability to live and, when possible, work in the residents’ community. “Target population” means persons with low incomes who have one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health condition, or individuals eligible for services provided pursuant to the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code) and may include, among other populations, adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people.

Transitional housing units are “residential units operated under program requirements that call for (1) the termination of any assistance to an existing program recipient and (2) the subsequent recirculation of the assisted residential unit to another eligible program recipient at some predetermined future point in time, which point in time shall be no less than six months into the future.” State law requires that transitional and supportive housing be treated as a residential use and be subject only to those restrictions that apply to other residential uses of the same development type in the same zone. This housing can take several forms, including group housing or multi-family units, and typically includes a supportive services component to allow individuals to gain necessary life skills in support of independent living. For example, if the transitional housing is a multi-family use proposed in a multi-family zone, then zoning should treat the transitional housing the same as other multifamily uses in the proposed zone.

State law includes the following additional provisions that jurisdictions must address in their regulation of supportive housing:

- Allowing supportive housing as a use by-right in all zones where multi-family and mixed-uses are permitted, including non-residential zones permitting multi-family uses, if the proposed development meets specified criteria in State law;
- Approval of an application for supportive housing that meets these criteria within specified periods; and
- Eliminating parking requirements for supportive housing located within ½ mile of public transit.

“Transitional housing” means buildings configured as rental housing developments but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to

another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance. SB 2 requires that transitional and supportive housing types be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone.

The current Monterey Code permits supportive and transitional housing by right in the R-E and R-1 districts and also allows both types of housing by right in other residential zones if they have three or fewer units. Supportive and transitional housing with four or more units requires a Use Permit. These distinctions are problematic and may be inconsistent with applicable State requirements because they are based on occupancy rather than development type. Depending on the residents' need for assistance and the type of services offered, residents of supportive housing facilities may occupy rooms in a group housing configuration rather than individual units as defined by Section 38-11 of the Zoning Code or the California Building Code. Requiring a use permit to establish a supportive housing program in an existing multi-family structure would probably violate State law although the law would allow a local government to require a use permit to construct a new building with four or more units. A program is included in the Housing Action Plan (Chapter 4) to revise the Code provisions for compliance with State law.

### **Housing for Persons with Disabilities**

SB 520 (Chapter 671, Statutes of 2001) requires all local jurisdictions to undertake an analysis of governmental constraints to the development, improvement, and maintenance of housing for persons with disabilities and to include a program to remove constraints or provide reasonable accommodations for housing designed for occupancy by, or with supportive services for persons with disabilities. For the purposes of state law, "persons with disabilities" are defined in the Government Code as those individuals facing a variety of physical, mental, or health problems that make major life activities difficult or impossible.

Monterey's Municipal Code defines a family as "an individual or two or more persons living together in a dwelling unit as a single housekeeping unit." (Section 38-11) The definition is broad and neither mentions nor omits people with disabilities. Monterey does not have any specific land use or development standard related to the spacing or concentration of persons with disabilities or any special parking requirements and the City amended the Zoning Code in 2016 to add Article 30, Reasonable Accommodation to provide a process for individuals with disabilities to request relief from the various land use, zoning, or building laws. To facilitate the review and approval process, requests for reasonable accommodation are reviewed by the City Manager or a designated staff member unless the request is submitted for concurrent review with an application for discretionary planning or zoning approval. The City has appointed an ADA Coordinator to assist applicants with preparation and submission of accommodation requests. The Accommodation Form and the Coordinator's contact information are provided online along with other relevant information at [https://monterey.org/city\\_hall/city\\_manager/accessibility/index.php](https://monterey.org/city_hall/city_manager/accessibility/index.php).

### **Housing for Students**

Monterey has a student population of about 14,000, a substantial portion of which is associated with the military. In addition to the U.S. Naval Post Graduate School and the U.S. Army Defense Language Institute, other institutions of higher education in the Monterey are the Middlebury Institute of International Studies, Monterey Peninsula College, and the Monterey College of Law. Monterey Peninsula College (MPC) is a public community college based in Monterey that offers classes at a campus in Monterey as well as locations in Marina and at the former Fort Ord. Monterey College of Law (MCL) is a community law school founded in 1972 by prominent local attorneys and judges and has been accredited by the State Bar of California since 1981. In addition to the main campus at the former Ford Ord in Seaside, MCL operates at campuses in San Luis Obispo and Bakersfield and will be opening the Empire College of Law in Santa Rosa in 2023. Except for the two military institutions, none of the schools provides any on-site housing.



The military provides 2,580 housing units for both families and single persons at La Mesa Village in the City of Monterey and the Ord Military Community at the former Fort Ord. Housing for single persons is located on the Naval Post Graduate School campus in downtown Monterey and at the Presidio. In 2020, there were a total of 2,771 students enrolled in the Naval Postgraduate School. The U.S. Department of Defense provides a basic allowance for service members, including students attending the Naval Post Graduate School and Army Defense Language Institute (DLI) to live either on or off-campus. The housing allowance varies based on rank and whether the member has dependents. As of January 2020, the basic allowance for housing in the Monterey Bay Area was \$1,788 to \$2,511 depending on rank up to \$2,802 to \$3,687 for military personnel without dependents. Rates for those with dependents was \$2,385 to \$3,291 up to \$3,735 to \$4,359 based on household size.<sup>35</sup>

Since Monterey revised its Zoning Ordinance in 2016 to incorporate Section 38-112.5, Density Bonus, the State has amended the State Density Bonus Law to add provisions to benefit lower income students. These changes made projects setting aside 20 percent of total units for lower income students in a student housing development meeting certain requirements eligible for the same density bonuses and incentives available to other types of affordable housing. For-profit developers can become eligible for these benefits by entering into an agreement or master lease with one or more institution of higher education. (Government Code 65915(b)(1)(F)(i). The term “lower income student” is defined in part as a student qualified for Cal Grant A or B based on household income and asset level. (Government Code 65915(o)(1)(3).

**Table C-5: Enrollment at Higher Education Institutions in and near Monterey (2022)**

<i>Institution</i>	<i>Enrollment</i>
U.S. Naval Post Graduate School <sup>1</sup>	1,446 (resident)
U.S. Army Defense Language Institute <sup>2</sup>	2,500
Middlebury Institute of International Studies at Monterey <sup>3</sup>	695
Monterey Peninsula College (Monterey and Marina Campuses) <sup>4</sup>	7,920
Monterey College of Law	235
Total	12,796

Sources:

1. U.S. Naval Postgraduate School <https://nps.edu/documents/10180/0/NPS+Fact+Sheet-2022+%281%29.pdf/37526c22-219e-da41-022d-bdf55b7cf6d8?t=1651155444206>

2. US Army Defense Language Institute <https://www.dlilc.edu/about/>

3. Monterey Institute of International Studies at Monterey <https://www.middlebury.edu/institute/about>

4. Monterey Peninsula College <https://www.mpc.edu/>

5. Monterey College of Law <https://www.montereylaw.edu/> and [https://en.wikipedia.org/wiki/Monterey\\_College\\_of\\_Law](https://en.wikipedia.org/wiki/Monterey_College_of_Law)

## C.6 Housing Regulations

### Density Bonuses

In November 2016, Monterey amended its Zoning Code to incorporate a variety of revisions to implement the previous Housing Element including establishing regulations to comply with Government Code Section 65915, the State-mandated requirements for granting density bonuses. Section 38-112.5, Density Bonus, has not been revised since 2016 and does not comply with more recent changes to the State law.

<sup>35</sup> Monterey Bay Military Housing Services Office, 2020 BAH Rates for the Monterey Bay Area <https://www.housing.army.mil/Installations/Presidio%20of%20Monterey/HousingWelcomePacket.pdf>

**Table C-6: Monterey Density Bonus Allowance for Affordable Housing Projects**

<i>Household Income Category</i>	<i>Minimum Percent of Affordable Units</i>	<i>Minimum Density Bonus</i>	<i>Additional Bonus for Each 1% increase in Affordable Units</i>	<i>Maximum Density Bonus</i>	<i>Affordable Units Required for Maximum Density Bonus</i>
Very Low-Income	5%	20%	2.5%	11%	35%
Low-Income	10%	20%	1.5%	20%	35%
Moderate-Income*	10%	5%	1%	40%	35%
Senior Housing	10%	20%	1.5%	20%	35%

Notes:

\*Condominium or Common-Interest development as defined in Civil Code Section 4100.

Source: City of Monterey, Zoning Ordinance, October 2022 <https://monterey.municipal.codes/Code/38>

Amendments to the State Density Bonus Law since 2016 include an increase in the maximum density bonuses to which projects are entitled to 50 percent in most projects and to 80 percent for projects that are completely affordable. The provisions in Section 38-112.5.K regarding affordable housing incentives are also out of date. Effective January 2021, the thresholds for granting incentives and concessions was reduced to allow projects with 17 percent low-income units to qualify for two incentives or concessions and projects with 24 percent low-income units to qualify for three requiring changes to Monterey's current provisions summarized in Table C-7: Incentive Allowances for Qualified Housing Projects.

**Table C-7: Incentive Allowances for Qualified Housing Projects**

<i>Income Category</i>	<i>Minimum Percent of Affordable Units</i>		
Very Low-Income	5%	10%	15%
Low-Income	10%	20%	30%
Moderate-Income*	10%	20%	30%
Incentives Allowed	1	2	3

Source: City of Monterey, Zoning Ordinance, October 2022 <https://monterey.municipal.codes/Code/38>

The State law has been amended to increase the number of available incentives /concessions to four for 100 percent affordable projects. Other changes enacted since Monterey adopted its current requirements include the provisions applicable to student housing projects and the following:

- Eliminating the ability of local governments to disapprove a developer's request for an incentive or concession, or a waiver or modification of development standards, on the grounds that it would have a specific adverse impact on the physical environment;
- Providing parking standards of one-half space per bedroom for housing developments within a half mile of a major transit stop that include at least 40 percent moderate income units;
- Eliminating the requirement that for-sale units for moderate income households must be in a "common interest development" in order to qualify for a density bonus.
- Clarifying that for purposes of qualifying for a density bonus, the "total units" in a housing development include affordable units designated to satisfy local inclusionary housing requirements; and,

- Clarifying that for purposes of qualifying for a density bonus, affordable units for lower-income households can be either rental or for-sale units. (Affordable units for moderate income households still must be for-sale units and may not be rental units)

### **Inclusionary Ordinance**

Chapter 8, Affordable Housing, of the City Code establishes requirements for Monterey's inclusionary ordinance. The City adopted the inclusionary ordinance in October 2003 to implement its previous housing element, which included a program requiring that a minimum of 20 percent of the units in any project with more than six new housing units be permanently affordable for the life of the project.

The regulations require eligible developers to either:

- Provide at least 20 percent of their project for moderate- and low-income households with a mix of units proportionate to the number of units in the entire project with respect to size and type, excluding amenities; or
- Provide an approved Developer Housing Program to the City that will meet the City's goal that at least 20 percent of all new housing be affordable to low- and moderate-income households through a technique or combination of techniques subject to Council approval. Designations of levels of affordability are subject to Council approval of the Developer Housing Program but units supplied shall be a proportionate mix of units to the number of units in the entire project and similar in size and type, excluding amenities and must be on-site unless the project is intended for sale or rent at levels above those affordable to moderate-income households.

The City may provide incentives for a project including, but not limited to those provided by State law if the developer proposes to make 20 percent of the units affordable to low-income households. If a developer provides land or funds in lieu of producing housing, the City or other housing sponsor may choose to use these resources to produce low- or moderate-income housing.

### **Condominium Conversion Ordinance**

The purpose of the Condominium Conversion Ordinance is to increase homeownership and the percentage of owner-occupied housing in the City of Monterey. It was also viewed as a way to encourage investment in the City's older housing stock and obtain 20 percent low- and moderate-income housing for existing developments without this requirement. The 2005 General Plan includes a policy (Housing Element Policy i.2.1) encouraging condominium conversions that was implemented by the adoption of an ordinance regulating condominium conversion in 2008. As of 2023, the City had completed 457 condominium conversions and 135 tentative maps.<sup>36</sup> Of these 457 condominium conversions, several have been affordable to low- and moderate-income households (Footprints on the Bay, 42 units; Cypress Park Townhomes, 32 units; Vista del Mar Condominiums, 8 units; Laine Hill Condominiums, 5 units, and Skyline, 8 units). Although the ordinance has not resulted in a loss of deed-restricted rental units, it has taken more affordable rental units off the market.<sup>37</sup> Condominium conversions are subject to the inclusionary housing requirement.

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<sup>36</sup> City of Monterey, 2015-2023 Housing Element, Adopted March 23, 2016, p. 75

<sup>37</sup> City of Monterey, Analysis of Impediments to Fair Housing Choice, May 2017  
<https://files.monterey.org/Document%20Center/CommDev/Housing%20Programs/Plans%20&%20Reports/Action%20plan/AIUpdatefinal.pdf>

## C.7 Permits and Processing Procedures

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Generally, the time taken to review and approve a proposal is directly proportional to the magnitude and complexity of the project. Many types of residential development require either Zoning Administrator or Planning Commission approval of a use permit as shown in Table C-8 and almost all new residential construction requires design review, which is a “discretionary” review process conducted by the Architectural Review Committee. Land use entitlements are processed through the Planning Division. Table C-8 below provides an overview of the process and planning authorities for each planning and land entitlement.

Applications for new construction, exterior alterations, and additions are reviewed by the Development Review Committee, (DRC) comprised of department heads or their staff representatives (including the Fire and Police Chiefs) and chaired by the Community Development Director. Residential projects, either located in design review neighborhoods or are within a Design and Development Control Overlay District (D1, D2, or D3 Overlay District), require Architectural Review. Residential projects located in non-design review neighborhoods only require Architectural Review if certain criteria are met. The specific standards established by the Zoning Code largely comply with State mandates for using objective standards to regulate residential development.

### Architectural Review

Architectural review is required for new non-residential or multi-family buildings, new single family residences, additions, exterior alterations, accessory buildings in design review areas; new non-residential or multi-family buildings, new two-story single-family homes, second story additions to single-family dwellings, second-story decks, additions to non-residential or multi-family buildings in non-design review areas; and in residential districts with a D-1 (Design Control) or D-2 (Design and Development Control) overlay or as required by any other adopted plan. (Monterey Zoning Code, Article 25, Architectural Review). The Planning Commission or City Council may also require review for any other project.

The ARC decision is discretionary and requires a findings based on a subjective determination that the variation “will not compromise privacy expectations on adjacent properties beyond those incurred by adherence to standard setbacks” and that the variation is minimal and necessary to achieve conformity with one or more similarly subjective guidelines and policies including:

- Adopted Neighborhood Compatibility Design Guidelines;
- Design considerations contained in subsection 4 of Substandard Residential Lots;
- Planning Commission and Architectural Review Committee adopted View Impact policies; and,
- Architectural Review Committee adopted Tree Protection Standards.

The Architectural Review Committee (ARC) may also approve variations to required setbacks to improve the “relationship between the new construction and structures on adjacent lots and those in the immediate neighborhood”.

The ARC decision may be appealed to the Planning Commission whose decision is subject to appeal to the City Council.



**Table C-8: Land Use Entitlement Processes**

<i>Entitlement Involving New Housing Units</i>	<i>Administrative</i>	<i>ARC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Typical Time Frame (days)</i>
Design Review - Major		X			60
Design Review - Minor	X				30
Use Permit*			X		60
Variance*			X		60
Rezone, General Plan Amendment, Tentative Map (more than 4 lots)			X	X	90

The Architectural Review Committee (ARC) is comprised of seven members, at least one of whom must be an architect or a professional in a related field, unless no such person is available for appointment when a vacancy arises (Monterey City Code, Article 5, Architectural Review Committee). Review by the ARC is required for most multi-family development unless the project is within a specific plan area and meets all the required design guidelines when it can then be reviewed administratively.

Article 25 of the Zoning Code and a handout providing an overview of the review procedure and requirements<sup>38</sup> both describe architectural review as a two-step process that considers consistency with the General Plan and any other applicable plan or design guidelines, but neither provides a clear explanation about how this design review relates to any other discretionary planning or zoning review a project may require. Tier One Review, conducted by Staff, applies to projects that do not require any other discretionary permits and Tier Two, which requires review and approval by the City Planning Commission, Architectural Review Committee, and/or Historic Preservation Committee is for projects that do require conditional approval or deviate from the applicable development standards or design guidelines.

Section 38-191 specifies findings that the ARC or City Manager must make to approve an application submitted for Preliminary and Final Review. As written, the findings are based on highly subjective determinations that design features are “appropriate for the project site, the immediate area, and the City”, will not “unreasonably impair the views, privacy, or living environment currently enjoyed by other properties” and that the proposed project is “substantially consistent” with the General Plan and other plans, guidelines, and such documents applicable to the project.

Monterey has adopted design guidelines for single-family dwellings in the D-1 overlay district (1987), Del Monte Shores and Del Monte Villas (1992) and for the Cannery Row Conservation District (2004). Altogether, Monterey has adopted 15 plans for commercial and neighborhood districts, most of which include either advisory or prescriptive guidelines or a combination of both.

<sup>38</sup> Architectural Review  
<https://files.monterey.org/Document%20Center/CommDev/Building%20&%20Safety/Permit%20Procedures/Planning%20Permits/Architectural-Review-2022Approved.pdf>

## **Use Permits**

Mixed-use projects in commercial zoning districts; and apartment projects with first floor residential in select districts or planning areas that exceed a specified number of units (e.g., exceeds 4 or up to 30 units per acre) require approval of a use permit by either the Zoning Administrator or Planning Commission, depending on whether the project is new development or a conversion of an existing use. Such projects in the specific plan areas (i.e., zoned Planned Community, or PC) are largely permitted outright. Though not a requirement, staff encourages applicants to meet with staff early in the design process to discuss potential issues. The first formal step in the permit process is the review of the application by staff and the environmental determination. Staff reviews the proposed use and reports to the Zoning Administrator or Planning Commission at a public hearing. The Zoning Administrator or Planning Commission approves the project if they can make the findings that the project will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use and will not be detrimental to properties or improvements in the vicinity or to the general welfare.

After Planning Commission approval, the project is reviewed by the Architectural Review Committee as described in the above section (architectural review). Findings for architectural review include compatibility with the neighborhood in terms of mass, bulk, and design, and that views of the Monterey Bay will not be impaired. Processing time typically takes about 60 days. Based on the number of building permits that are approved each year, City staff do not consider this a constraint to the development of housing. Monterey's use of design guidelines and subjective development standards and criteria as a basis for both Planning Commission and ARC review does, however, create potential for violation of State mandates that residential projects be subject only to objective standards that require no personal judgment by municipal officials.

## **General Plan and Zoning Amendments**

Applications requiring amendment to the Zoning Map, Zoning Ordinance, or General Plan are subject to review and approval by both the Planning Commission and City Council. The City Council is the final decision-making body and receives a recommendation and report of findings from the Planning Commission. Upon City Council approval of the amendment request, the project proceeds through the architectural review process.

## **Building Codes and Enforcement**

The City of Monterey has adopted all the 2019 California building codes with amendments to the Building, Residential, and Plumbing Codes regarding the expiration of permit and other revisions related to fire and seismic hazards. The City amended the Building and Residential Codes to require new roofing in all fire hazard severity zones to be fire retardant or Class A roofing. The City also amended the residential code to require automatic fire sprinklers in all new one and two-family dwellings and when alterations or repairs are made involving 50 percent or more of the linear length of walls. Code enforcement plays an important role in maintaining the quality of neighborhoods. Code enforcement deals with a range of neighborhood issues, from abandoned vehicles parked in yards or driveways to illegal conversions of garages into living spaces to unsanitary buildup of trash and debris on private property. The first "tool" in enforcing codes in Monterey is public education. When code enforcement officers explain that a law is being broken, most problems are resolved quickly. Actual code "enforcement" (usually by way of issuing citations) is normally used only when voluntary cooperation is not received. The goal is to stay in contact with community groups to understand local concerns, and questions regarding neighborhood issues are welcomed.

## C.8 Fees

The City collects various fees from applicants to cover the costs of processing permits, including fees for planning approvals, subdivision map approvals, environmental review, public works and plan check services, and building permits. In addition to these service fees associated with development processing, the City and regional transportation agency charges several impact fees to offset the future impact of development on regional traffic and circulation, parks, and libraries. Table C-9, FY 2023 City of Monterey Planning Fees lists the planning and zoning fees most commonly applicable to residential and mixed-use development.

**Table C-9: FY 2023/24 City of Monterey Planning Fees**

<i>Category</i>	<i>Permit Type</i>	<i>Fee</i>
Architectural Review	ARC Major	\$4,620.00
	ARC Minor	\$2,102.50
	Architectural Review - Admin Major	\$1,298.50
	Architectural Review - Admin Minor	\$362.50
Historic Preservation	Mills Act Request w/ rezone	\$4,422.58
Historic Preservation	Mills Act Request w/o rezone	\$3,117.51
Historic Preservation	Demolition Review	\$379.19
Historic Preservation	Historic Permit, major	\$2,053.62
Historic Preservation	Historic Permit, admin	\$536.86
Historic Preservation	Historic Report, review	\$1,018.74
Historic Preservation	Historic Survey	\$1,619.93
Conditional Use Permit	Preapplication	\$3,000 deposit
	Planning Commission Major-Deposit	\$4,000 deposit
	Planning Commission Minor	\$2,392.50
	Zoning Administrator	\$1,012.00
	Permit Extension	\$1,014.50
Variance/Parking Adjustment	Permit Amendment	2/3 of permit fee
	Major - Planning Commission	\$1,894.00
	Minor - Zoning Administrator	\$1,012.00
Subdivision	Tentative Map (includes Preliminary and Final Map)	\$6,000 deposit
	Minor Subdivision	\$4,831.50
	Covenant of Easement	\$373.00
	Lot Line Adjustment	\$4,259.00
	Subdivision/Lot Line Adjustment – Licensed Land Surveyor Review	\$4,000.00
	Certificate of Compliance	\$1,534.00
	Lot Merger	\$909.00
Plan Amendment (Text or Map)	General Plan, Specific Plan, Zoning Ordinance	\$4,000 deposit
	Local Coastal Plan	\$5,000 deposit
Annexation		\$5,000 deposit
Environmental Review	Environmental Impact Report	Deposit based on

**Table C-9: FY 2023/24 City of Monterey Planning Fees**

Category	Permit Type	Fee
		estimated cost
	Environmental Initial Study leading to a Negative Declaration	\$4,000 deposit
Concept Review	Planning Commission	\$1740.50
Tree Permit	Associated w. Development (ARC)	\$741.50
	Associated w. Development (Administrative)	\$313.50
SB9 Ministerial Review		\$1,086.47
SB35 Ministerial Review		\$2,131.18

*The City of Monterey, Master Fee Schedule, Fiscal Year 2023-2024*

Table C-10 compares the estimated fees that would be charged by Monterey and six nearby jurisdictions for four-unit multi-family project with a total floor area of 2,400 sq. ft. and an estimated construction value of \$850,000. Data show that the City of Monterey's zoning and architectural fees are the highest in the immediate area. Monterey's fees for tentative and final maps for a four-unit project are more in line with most of the surrounding jurisdictions requiring a \$6,000 deposit for preliminary and final maps compared, for example, with \$2,800 in Del Ray Oaks, \$7,925 in Marina, and \$8,714 in Seaside. However, the City has recently completed an evaluation of fees that determined current level do not represent full cost recovery. Nevertheless, recognizing that residential development requires review and approval by both the Architectural Review Committee and the Planning Commission, which increases the time required for approval, a series of programs have been added to the Housing Action Plan to streamline project approvals and assist with the financial feasibility of housing projects.

### Sewer Fees

The City of Monterey collects and transports wastewater to Monterey One Water for treatment. Monterey One requires payment of a sewer capacity charge for all new connections to cover a portion of the capital costs related to wastewater transmission, treatment, and disposal. This charge helps to cover costs related to providing and maintaining excess capacity currently available within the Regional System. The City Building Department collects the Monterey One Water connection fee of \$5,654.65 per new housing unit on behalf of Monterey One Water.<sup>39</sup> Monterey One customers also pay \$38 per month for wastewater treatment.

Section 9.1 of the City Code requires that property owners install a sewer relief valve and backwater valve as part of the property's sewer lateral in the event the lowest plumbing fixture of the property is less than two feet lower than the nearest upstream manhole cover. It is the responsibility of the principal owner of the property to purchase and install the sewer relief vent and backwater valve. The vent and the valve assist the City with cleanup efforts related to sewage backups and are a cost-effective way to ensure the health and safety of residents in the City.<sup>40</sup>

<sup>39</sup> Monterey One Water, Residential Capacity Charges <https://www.montereyonewater.org/191/Residential-Capacity-Charges>

<sup>40</sup> City of Monterey Sanitary Sewer Lateral Inspection, Monterey City Code 30-1.2 through 30-1.6 and 9.2 <https://files.monterey.org/Document%20Center/CommDev/Building%20&%20Safety/Residential%20Property%20Inspections/Sanitary-Sewer-Lateral-Inspection-Form.pdf>



**Table C-10: Fee Comparison for City of Monterey and Nearby Jurisdictions for Four-Unit Multifamily Project (2400 sq. ft. w. \$850,000 Valuation)**

<i>Jurisdiction</i>	<i>Building Permit</i>	<i>Zoning/Use Permit</i>	<i>Design Review</i>
Unincorp. Monterey County <sup>1</sup>	\$6,100	\$5,500	\$1,650 <sup>1</sup>
Carmel-by-the-Sea <sup>2</sup>	\$4,872.31 + \$11.40 per \$1000.00 in Valuation above \$350,000	\$2,730	\$5,392 + \$813 Study Fee <sup>2</sup>
Del Ray Oaks <sup>3</sup>	\$9,710 Base Fee + \$6.30 for each additional \$1,000 above \$1,000,000	\$2,990	\$840
Marina <sup>4</sup>	\$4,033 + \$5.93 for each \$1,000 above \$500,000	\$5,350	\$7,775 <sup>4</sup>
<b>Monterey City<sup>5</sup></b>	<b>\$10,444.11 Base Fee + \$15.48 for each additional \$1,000 above \$500,000</b>	<b>\$4,000 deposit</b>	<b>\$4,400</b>
Pacific Grove	\$10,318 + \$15 for each additional \$1,000 above \$500,000	\$3,248	\$4,060
Seaside <sup>6</sup>	\$5,093.65 + .93 for each additional \$1,000 above \$500,000	\$1,000	\$1,200

**Notes:**

1. Tier 4 with Use Permit approval by Planning Commission required in Medium Density Residential district.
2. Use Permit with Track Two Major design review for project in compliance with all applicable requirements.
3. Major use permit and major design review
4. Major administrative design review \$1,010
5. Use Permit approved by Planning Commission with Major Architectural Review
6. Use Permit approved by Planning Commission not including pre-application review \$1,107

Sources: Monterey County, *Housing & Community Development Fee Schedule*, adopted June 2021; Carmel-by-the-Sea Fee Schedule effective July 2022; Del Ray Oaks, *Resolution 2015-2017*; Del Ray Oaks Draft Housing Element, October 2019, Table 4-4; Marina Schedule of Fees and Charges, Ordinance 2018-03, effective July 2018; City of Monterey, *Master Fee Schedule FY 2023*; Pacific Grove Master Fee Schedule FY 2022-23; Seaside Master Fee Schedule 22/23.

The City's wastewater collection system includes approximately 536,516 linear feet (102 miles) of sewer pipe, seven lift stations, and more than 2000 sewer structures including manholes, clean outs, and lamp holes. A study conducted more than a decade ago found that many of the sewer mains and structures were over a century old and at the end of their useful lives requiring \$16.8 million in capital projects to prevent

possible sewer backups, spills and regulatory fines.<sup>41</sup> The monthly fees paid by customer are adjusted annually to pay the cost of operating the collection system. In addition, the City charges a one-time fee for connecting to the system to help cover the cost of upgrading sewer lines communitywide to ensure adequate operation and capacity for future growth. The City's current development fees also include \$119 for inspecting sewer laterals, \$2,341 for reviewing the design of the project's proposed storm water system, and \$346 plus \$99 per hour for inspection and review of the system.<sup>42</sup>

To comply with Senate Bill 1087, the City will immediately forward its adopted Housing Element to its water and wastewater providers so they can grant priority for service allocations to proposed developments that include units affordable to lower-income households.

### **Curb, Gutter, Sidewalk, Landscaping, Transportation Infrastructure Fees**

The City requires all new multi-family and mixed-use development to bring curbs, gutters, and sidewalks to City Standards, which may require installation of new curbs, gutters, and sidewalks if none exist. Several of the Specific Plans require street trees, at about \$500 per tree. The current charge for a tree permit associated with new development is \$741.50 (ARC review) or \$313.50 (administrative review).<sup>43</sup> The City's street network is well established, and no new streets are planned. A planned pedestrian and bicycle network is being developed that identifies potential mitigation opportunities for new development. The City does not have an adopted traffic impact fee.

## **C.9 Transparency in Development Regulations**

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State Government Code Section 65940.1 requires cities and counties to provide transparency in publicizing land use controls and fees. Monterey provides links to a variety of resources on the planning process on Planning Office website<sup>44</sup> including the Master Fee Schedule, planning and building permit information, planning application forms, instructions on the use of story poles and links to an alphabetized list of Planning Permit Applications and informational handouts. The Planning Office page links to a page called Land Use Plans, Regulations, Studies where users can download the General Plan, the associated EIR, commercial and neighborhood district specific and area plans, coastal plans, and implementation plans for circulation and recreation trails and historic preservation surveys and programs. The same page includes links to the zoning map and zoning ordinance, design guidelines, and a collection of documents regarding sea level rise adaptation and climate change. Both pages include contact information for the Planning and Building staff and links to websites for related Boards and Commissions and Code Compliance.

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<sup>41</sup> City of Monterey Sanitary Sewer Utility Fee Study, June 15, 2011  
<https://files.monterey.org/Document%20Center/Public%20Works/Engineering/Environmental%20Regulations/Sanitary%20Sewer%20Program/Monterey-Wastewater-Rate-Study.pdf>

<sup>42</sup> City of Monterey Master Fee Schedule, Fiscal Year 2023  
<https://files.monterey.org/Document%20Center/Finance/Schedule%20of%20Fees%20and%20Fines/Master-Fee-Schedule.pdf>

<sup>43</sup> Ibid.

<sup>44</sup> [https://monterey.org/city\\_hall/community\\_development/planning/planning\\_permits.php](https://monterey.org/city_hall/community_development/planning/planning_permits.php)

## C.10 Key Findings

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This section summarizes the key findings of the constraints analysis. It is intended to inform programs in the Housing Action Plan and narrative language in the body of the draft Housing Element. Key takeaways related to governmental and non-governmental constraints are provided below.

### Non-Governmental Constraints

- Environmental constraints.** The most serious environmental constraints Monterey faces are the water shortage, coastal flooding, sea level rise, and wildfires, all of which are caused or exacerbated by climate change. Additionally, humanmade hazards associated with airport safety and noise are also a consideration in Monterey. Collectively, these environmental constraints can limit the density and location of housing development appropriate in the community, and while there are measures the city can take to reduce these adverse environmental impacts, mitigation can pose an additional constraint to housing production by increasing the cost of residential development or the location and intensity of development in hazard-prone areas. The General Plan Update will need to be based on a thoughtful strategy for integrating new housing to meet local needs while ensuring public safety and bolstering capacity for climate resilience.
- Land and construction costs.** The average land value per acre in Zip Code 93940, a 16-square mile area that is wholly contained within the boundaries of the City of Monterey, increased 93 percent between 2012 and 2019. To counter the effect of high land and development costs, due to factors such as desirability as well as environmental factors like water and terrain, the General Plan encourages mixed-use, infill development in non-residential areas. Construction costs will continue to constrain development because of the city's location as well as exogenous factors such as supply chain problems, cost of construction materials, and the availability and cost of labor. The Housing Element should incorporate strategies to reduce cost and complexity for residential development needed to serve community needs so as to help with the financial feasibility of housing projects.
- Availability and cost of financing.** The cost of financing has a significant effect on the affordability and availability of all almost all types of housing and on access to both owner-occupied and rental housing. After peaking at close to 5 percent during the 4th quarter of 2018, mortgage rates fell to 3.11 percent by the end of 2021 but climbed back to 7.32 percent by the end of October 2022. Meanwhile, the average home value in Monterey increased from \$1.05 million in October 2021 to \$1.16 million at the end of September 2022.

### Governmental Constraints

- Discretionary Review Requirements for Multi-Family Projects.** Almost all new residential construction as well as exterior alterations to projects in areas within the Design and Development Control Overlay District (Monterey Zoning Code, Article 13) is subject to design review. In addition, most multi-family projects with four or more units, and multi-family and mixed-use projects in commercial districts require approval of a use permit. These requirements increase the time and cost of developing housing in much of the city. Moreover, as discussed above, these processes rely in part on subjective standards and criteria that do not meet State requirements for objective standards. The Housing Element should identify opportunities to streamline review processes and incorporate objective standards for the review and approval of housing projects.
- Subjective Development Standards and Guidelines.** The discretionary review requirements

applicable to most residential development rely on zoning standards and design guidelines that are largely subjective such as the findings required for use permits requiring a determination that projects “will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city” (Section 38-161.A.2). The approval of new condominium development as well as condominium conversions require an additional finding that applicants demonstrate “financial ability to carry out the proposed project” (Section 38-161.A.4) without any further explanation as to how this determination will be made. The Housing Action Plan (Chapter 4) will commit Monterey to reviewing and revising the Zoning Ordinance and all adopted plans and policies applicable to residential development to ensure that both standards and procedures comply with State requirements to base housing project decisions on objective standards. This will include establishing standards for residential and mixed-use development to provide a clear and objective basis for decisions.

- **Specific Plan Standards.** Although the specific plans covering areas within and near the downtown area include modified parking requirements for residential projects, they also include policies, standards and guidelines that use imprecise terms that rely on subjective judgment. As mentioned above, the Housing Action Plan (Chapter 4) commits the City to review and revision of all adopted plans, including specific and neighborhood plans, to meet State requirements. In addition to establishing objective policies and standards, pursuant to State law, Specific Plans must be consistent with the General Plan. (California Government Code Section 65454)
- **Coastal development requirements.** Because Monterey has not yet adopted a Local Coastal Program and implementation plan for certification by the State Coastal Commission, new housing in the coastal zone requires Coastal Commission review and approval of Coastal Development Permit for most new development with the possible exception of individual single-family development. Even though State law mandates demolition protections for coastal zone housing occupied by low- and moderate-income households, residential development in the coastal zone is exempt from a number of the recently enacted State housing requirements intended to remove constraints from residential development.<sup>45</sup>
- **Single-Room Occupancy (SRO) Hotels.** Monterey’s current regulations do not recognize SRO units as a type of housing.). SRO facilities are permitted in the Downtown, North Fremont and Lighthouse Specific Plan Areas above the ground floor and with a conditional use permit on the ground floor.”<sup>46</sup> The Housing Action Plan (Chapter 4) commits the city to revising the Zoning Ordinance and other related City regulations to recognize SRO unit rented for more than 30 days as a type of housing. SRO units should, at a minimum, be permitted in the same districts as residential uses.
- **Parking standards.** New State law enacted in 2023 (AB 2097) generally prohibits public agencies from imposing minimum parking requirements within a half-mile of public transit. The City will need to revise parking requirements to reduce the minimum requirements to one space per unit for all units located within one half mile of public transit. In addition, the City should reduce the base parking requirements for mixed use sites so that they reflect the maximum demand for parking at any one

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<sup>45</sup> See <https://www.californiacoastalworks.com/post/housing-mandates-in-the-coastal-zone> and <https://snapadu.com/blog/adu-granny-flat-coastal-zone-san-diego-oceanside-carlsbad-encinitas/> for discussion of this issue.

<sup>46</sup> See Downtown Specific Plan, p. 68; North Fremont Specific Plan, p. 50, and Lighthouse Specific Plan, p. 48.



time, rather than the sum of the requirements for all individual uses. The Housing Action Plan (Chapter 4) will incorporate a program to address this.

- **Development standards.** SB 9 allows division of lots in single-family residential districts to facilitate the development of smaller scale housing that may be affordable on the basis of size in existing neighborhoods. The new requirements, which are codified in State Government Code Sections 65852.21.21 and 66411.7 require ministerial approval of a housing development with no more than two primary units in a single-family zone or subdivision of a parcel in a single-family zone into two parcels subject to compliance with objective development standards and requirements in the State law. The Housing Action Plan (Chapter 4) will incorporate a program that addresses the new requirements, and the Housing Element should explore opportunities to promote and facilitate SB9 housing as appropriate in Monterey.
- **Accessory Dwelling Units.** The current zoning ordinance includes two sets of provisions applicable to ADUs. Section 38-112.6, Accessory Dwelling Units and Junior Accessory Dwelling Units (JADUs), adopted in November 2021 to comply with amendments the State adopted to that date was subsequently revised on May 3, 2022 to make the requirements consistent with the most recent changes to State law.
- **Density bonus ordinance.** New State laws pertaining to density bonus were enacted in 2023: AB 2334 makes important changes to the Density Bonus Law to define development capacity; and AB 1551 reinstates the ability to seek State Density Bonus Law benefits for commercial projects. Additional bonuses (including up to 80 percent for completely affordable projects) are now available. The Housing Action Plan (Chapter 4) will incorporate a program that commits the City to updating its density bonus ordinance to address the new requirements.
- **Housing for Homeless Persons.** In 2015, Monterey established the Safe Parking Program (Monterey Zoning Code Section 38-126), which allows the use of existing parking lots on a temporary basis to provide individuals and families living in vehicles with a safe place to park overnight while working towards a transition to permanent housing. Parking programs must be managed by a social service provider. Additional actions the city needs to take include revising the Zoning Code to comply with the requirements of AB 101, which amended the Government Code Section 65660 to require municipalities to permit a Low Barrier Navigation Center (LBNC) to be permitted by right in mixed-use districts and nonresidential zones that permit multifamily development. A LBNC is defined as a “housing-first, low-barrier, temporary, services-enriched shelter focused on helping homeless individuals and families to quickly obtain permanent housing.” The Housing Action Plan (Chapter 4) commits the city to amending the Zoning Code to comply with these requirements.
- **Transitional and Supportive Housing.** The current Monterey Code makes several important distinctions between supportive and transitional housing and between larger and smaller facilities, some of which are inconsistent with applicable State requirements. For example, the Code requires a use permit for all supportive and transitional housing with four or more units, and district regulations impose distinctions based on the number of units although residents of supportive housing facilities may live in a single unit and both types of facilities may be operated as group housing. A program has been added to the Housing Action Plan (Chapter 4) to revise the Code provisions for compliance with State law.
- **Employee/Farmworker housing.** To ensure compliance with State law, the City needs to incorporate into the municipal code a definition of “employee housing” that includes housing for farmworkers as

well as other employees such as the service workers in hotels and restaurants. Employee housing for six or less people must be treated the same as a single-family home. The Housing Action Plan (Chapter 4) will incorporate a program to address this.

- **Permit costs.** A survey of neighboring cities indicates that building and zoning fees in Monterey are higher than in some other communities. The Housing Element Update process should identify opportunities to reduce cost and complexity to help support the financial feasibility of housing development to meet community needs. Additionally, the Housing Action Plan (Chapter 4) will incorporate a program to that commits the City to reviewing fees for housing development to ensure they are commensurate with costs incurred by the City.
- **Transparency.** State Government Code Section 65940.1 requires cities and counties to provide transparency in publicizing land use controls and fees. Monterey provides links to a variety of resources on the planning process on Planning Office website including the Master Fee Schedule, planning and building permit information, planning application forms, instructions on the use of story poles and links to an alphabetized list of Planning Permit Applications and informational handouts as well as links to downloadable versions of Land Use Plans, Regulations, and Studies. The City needs to also ensure that the on-line version of the Municipal Code is regularly updated and that revisions to review procedures are available on-line as well as in handouts at the Planning counter. The Housing Action Plan includes programs to address these issues and also to meet the recently enacted regulations in Government Code 65913.3 requiring cities to compile lists specifying information applicants must provide to obtain post entitlement phase permits.

### Other Constraints

- **Jurisdictional Constraints.** There are several large institutional facilities located within the Monterey City limit over which the City has no land use authority. These include federal military facilities and educational institutions that are an integral part of the local economy. A large portion of the daytime population of these facilities resides within the City of Monterey and continued cooperation with these institutions will be important for addressing local housing needs.



**APPENDIX**

# **AFFH ANALYSIS**

# Table of Contents

<b>D.1 Fair Housing Enforcement and Capacity .....</b>	<b>D-2</b>
<b>D.2 Segregation and Integration .....</b>	<b>D-11</b>
<b>D.3 Racially/Ethnically Concentrated Areas of Poverty and Affluence .....</b>	<b>D-39</b>
<b>D.4 Disparities in Access to Opportunity .....</b>	<b>D-43</b>
<b>D.5 Disproportionate Housing Needs &amp; Displacement Risk .....</b>	<b>D-56</b>

## List of Figures

Map D-1: Neighborhood Segregation.....	D-19
Map D-2: City of Monterey Diversity Index.....	D-20
Map D-3: Racial Segregation/Integration (2010), Monterey County.....	D-21
Map D-4: Racial Segregation/Integration (2020), Monterey County.....	D-22
Map D-5: Persons with Disabilities, City .....	D-23
Map D-6: Persons with Disabilities, County .....	D-24
Map D-7: Percent of Children in Female Headed Households, City .....	D-27
Map D-8: Percent of Children in Married Headed Households, City.....	D-28
Map D-9: Percent of Children in Female-Headed Households, County.....	D-29
Map D-10: Low- to Moderate-Income Population, Block Group, City.....	D-30
Map D-11: Low- to Moderate-Income Population, Block Group, County.....	D-31
Map D-12: Poverty Status (2014) .....	D-33
Map D-13: Poverty Status (2019) .....	D-34
Map D-14: Housing Vouchers (2019), City.....	D-35
Map D-15: Housing Vouchers (2019), County.....	D-36
Map D-16: R/ECAP and RCAA Locations, Monterey County.....	D-41
Map D-17: TCAC Opportunity Areas, Composite Score, City of Monterey .....	D-42
Map D-18: TCAC Opportunity Areas, Economic Score, City of Monterey .....	D-49
Map D-19: TCAC Opportunity Areas, Education Score, City of Monterey .....	D-53
Map D-20: TCAC Opportunity Areas, Environmental Score, City of Monterey .....	D-55
Map D-21: Homeowner Cost Burden, City of Monterey .....	D-58
Map D-22: Renter Cost Burden, City of Monterey .....	D-59
Map D-23: Overcrowded Households, City of Monterey .....	D-61



Map D-24: Sensitive Communities .....	D-67
Map D-25: Overall Displacement Risk, City of Monterey .....	D-68

## Table of Charts and Tables

Table D-1: Rate of Denial by Race/Ethnicity (2021), City and County .....	D-6
Chart D-1: HMDA Loan Denial Rates by Race/Ethnicity, City of Monterey .....	D-8
Chart D-2: HMDA Loan Denial Rates by Race/Ethnicity, Salinas MSA (Monterey County) .....	D-8
Chart D-3: HMDA Home Improvement Loan Applications, 2021 .....	D-9
Chart D-4: HMDA Home Purchase Loan Applications, 2021 .....	D-9
Chart D-5: Timeline of Segregation Policies in United States .....	D-13
Table D-2: Population Growth by Race/Ethnicity, Monterey County, 2010-2040 .....	D-14
Table D-3: Monterey County Subdivisions by Race/Ethnicity, 2020 .....	D-15
Table D-4: Change in Race/Ethnicity, City of Monterey and Monterey County, 2010-2020 .....	D-16
Chart D-6: City of Monterey and Monterey County Dissimilarity Index .....	D-17
Table D-5: Children Under 18 Years in Monterey Households, 2020 .....	D-25
Table D-6: Poverty Rates in City of Monterey, 2020 .....	D-32
Table D-7: Assisted Housing Projects, City of Monterey .....	D-38
Chart D-7: Share of Units Affordable to 80 Percent AMI, County of Monterey .....	D-38
Table D-8: Domain and Indicators for HCD/TCAC Opportunity Maps .....	D-43
Chart D-8: Opportunity Indices, Population Above Poverty Level .....	D-45
Chart D-9: Opportunity Indices, Population Below Poverty Level .....	D-46
Table D-9: Share of Unemployment by Race/Ethnicity, Monterey County .....	D-47
Table D-10: CAASP Scores .....	D-51
Table D-11: CAASP Scores by Race in Ethnicity, Monterey Peninsula Unified .....	D-51
Table D-12: Monterey High School .....	D-51
Table D-13: CAASP Scores, 2022 .....	D-52
Chart D-10: Cost Burden for Owner Occupied Housing by Race/Ethnicity, City of Monterey ..	D-57
Chart D-11: Cost Burden for Renter Occupied Housing by Race/Ethnicity, City of Monterey ...	D-57
Table D-14: Monterey Substandard Housing Issues, 2020 .....	D-62
Chart D-12: Age of City of Monterey Housing Stock, 2020 .....	D-63
Table D-15: Racial/Ethnic Group Share of General and Homeless Population in Salinas/Monterey and San Benito Counties .....	D-65

## D Assessment of Fair Housing

California Assembly Bill (AB) 686, passed in 2018, amended California Government Code section 65583 to require all public agencies to Affirmatively Further Fair Housing (AFFH). AB 686 defined “affirmatively further fair housing” to mean “taking meaningful actions, in addition to combat discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity” for persons of color, persons with disabilities, and other protected classes. AB 686 requires the Housing Element to include an assessment of fair housing issues in the City of Monterey with the following components: a summary of fair housing issues and assessment of the City’s fair housing enforcement and outreach capacity; an analysis of segregation patterns and disparities in access to opportunities based on available federal, State, and local data; an assessment of contributing factors; an identification of fair housing goals based on the analysis; and a series of actions to achieve the goals.

The City of Monterey is within the three county Monterey Bay Region, which covers Monterey, San Benito, and Santa Cruz counties. It is the third most populous of the 12 cities in Monterey County after Salinas and Seaside and the fourth wealthiest, behind Carmel-by-the-Sea, Del Rey Oaks, and Pacific Grove. The population of Monterey and the three other wealthiest cities is also less diverse than the other jurisdictions in the county; 68 percent of households in the city are white compared with 29 percent for Monterey County as a whole<sup>1</sup>. This data helps to create a broader context for identifying and analyzing fair housing.

### DATA/RESOURCES CONSULTED

This document relies a variety of resources including data from the 2020 US Census and the American Community Survey 5-Year Estimate Data Profiles published by the Association of Monterey Bay Area Governments<sup>1</sup>, the Monterey County Analysis of Impediments to Fair Housing Choice<sup>2</sup> prepared in collaboration with the cities in Monterey County and the Housing Authority County of Monterey, AFFH Mapping and Data Resources provided by the State Department of Housing and Community Development (HCD),<sup>3</sup> the California Tax Credit Allocation Committee 2023 Opportunity Area Maps<sup>4</sup> and other sources including the State Department of Housing and Community Development (HCD) and data from the following entities:

- Monterey County Housing and Community Development Department,
- Monterey County Housing Authority,
- Monterey County Economic Development Housing Office.

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<sup>1</sup> Association of Monterey Bay Area Governments, City of Monterey Housing Element Data Package, 2022

<sup>2</sup> Monterey County Analysis of Impediments to Fair Housing Choice, 2019

<sup>3</sup> <https://www.arcgis.com/apps/webappviewer/index.html?id=4d43b384957d4366b09aeae3c5a1f60>

<sup>4</sup> <https://belonging.berkeley.edu/2023-ctcac-hcd-opportunity-map>

## D.1 Fair Housing Enforcement and Capacity

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Fair housing services include education and training, counseling, investigation, and enforcement activities provided by State, federal, and local agencies as well as non-governmental organizations. These activities are intended to ensure that a variety of housing options are available to individuals and households regardless of their protected characteristics such as race, color, gender, gender identity, religion, age, national origin, familial or marital status, disability, source of income, sexual orientation, and other factors that have been used to deny or limit housing choices. Property owners, real estate professionals, and government agencies historically used these considerations in ways that have severely constrained opportunities for individuals in these “protected” groups to live in housing that meets their needs in neighborhoods and communities with high-quality amenities and resources.<sup>5</sup>

Fair housing enforcement and outreach capacity relates to the ability of a locality and fair housing entities to disseminate information related to fair housing and provide outreach and education to ensure community members are aware of fair housing laws and their rights under those laws. This capacity includes educating landlords, tenants, property management companies, government officials, agency staff, and real estate professionals to identify regulatory and real estate practices that maintain or create housing barriers to protected groups. Enforcement and outreach capacity includes the ability to address compliance with fair housing laws, such as investigating complaints, obtaining remedies, and engaging in fair housing testing.

### FAIR HOUSING SERVICES

The US Department of Housing and Urban Development (HUD) has several programs that fund State and local agencies to conduct fair housing services and activities, including the Fair Housing Assistance Program (FHAP) and the Fair Housing Initiatives Program (FHIP). These groups communicate with housing providers, conduct investigations, perform testing to help determine if someone has experienced discrimination, and provide information and assistance. The FHAP funds the California Department of Fair Employment and Housing (DFEH) to enforce Federal fair housing laws in California. The closest FHIP to Monterey is Project Sentinel, a non-governmental organization (NGO) based in Santa Clara that HUD funds to provide education, outreach, and enforcement. Housing discrimination complaints can be filed directly with HUD, with the State Department of Fair Employment and Housing, with Project Sentinel, or with local housing providers such as Eden Council for Hope and Opportunity (ECHO) Housing. Housing discrimination complaints are one method to evaluate the extent of fair housing issues in a community. Monterey also contracts with the ECHO to provide fair housing and tenant-landlord counseling services. The Community Development Department provides contact information for ECHO and links to an ECHO information sheet on the City website at [https://monterey.org/city\\_hall/departments/housing\\_programs/index.php](https://monterey.org/city_hall/departments/housing_programs/index.php)

ECHO, based in Hayward, was founded in 1964 as a fair housing agency and now provides a variety of housing services to low- and moderate-income clients in the Bay Area and on the Central Coast.

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<sup>5</sup> Rothstein, Richard. *The Color of Law*. N.p., Perfection Learning Corporation, 2019.

ECHO has been providing fair housing services to Monterey, Salinas, Seaside, and Monterey County's urban unincorporated communities since 2017.

California Rural Legal Assistance (CRLA) has 17 offices statewide including one in Salinas. CRLA operates a state-wide Fair Housing and Foreclosure Prevention Program under guidance of HUD that assists victims of housing discrimination. They focus on the needs of farmworker communities, those living in unincorporated areas, and other underserved areas of California that have been subject to segregation and historic patterns of discriminatory housing and lending practices.

United Way Monterey County's 211 program assists residents of Monterey and other cities in the county who believe they have been subjected to housing discrimination with referrals to ECHO, CRLA, and other organizations that operate statewide. The 211 program provides a call-in number and a website (<https://211montereycounty.org/legal-assistance/victim-services/housing-discrimination/>) with information about organizations that assist persons experiencing housing discrimination.

Monterey collaborates with the County, the Housing Authority of Monterey County, the cities of Salinas and Seaside, and the cities of Del Rey Oaks, Gonzales, Greenfield, and Sand City in the County that receive entitlement funding from HUD. One of the requirements for maintaining eligibility for federally funded programs such as the Community Development Block Grant (CDBG), HOME Investment Partnership, and Emergency Solutions Grant programs, and other state and local programs is to "actively further[] fair housing choice" through:

- Completion of an Analysis of Impediments to Fair Housing Choice (AI),
- Actions to eliminate identified impediments; and
- Maintenance of fair housing records.<sup>6</sup>

The 2023-2024 Annual Action Plan the City of Monterey submitted to HUD as the application for funding from the CDBG program, commits Monterey to funding organizations, including ECHO and Legal Services for Seniors, to provide supportive services to homeless and low-income populations, specifically to assist in fair housing education and counseling on housing and home lending discrimination.<sup>7</sup> For the 2022-2023 financial year, the City of Monterey committed to providing fair housing support services for 75 persons with CDBG funds through its contract with ECHO Housing..

Fair housing complaints are not the only indication of fair housing conditions, but data from ECHO, along with records published by the State Department of Fair Employment and Housing (DFEH), provide a basis for viewing Monterey in a broader context.

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<sup>6</sup> Monterey County Analysis of Impediments to Fair Housing Choice, 2019

<sup>7</sup> City of Monterey Annual Action Plan FY 2023-2024, Executive Summary, [https://files.monterey.org/Document%20Center/CommDev/Housing%20Programs/Plans%20&%20Reports/Action%20plan/DRAFT\\_Monterey\\_Annual\\_Action\\_Plan\\_FY23-24.pdf](https://files.monterey.org/Document%20Center/CommDev/Housing%20Programs/Plans%20&%20Reports/Action%20plan/DRAFT_Monterey_Annual_Action_Plan_FY23-24.pdf)



In 2017, each jurisdiction had five clients who filed fair housing complaints. The majority of those filing complaints, including all of the complainants from Monterey, were white. Mental and physical disabilities were the most frequently alleged bases for discrimination. Of the 15 cases from Monterey County, only five allegations were sustained. Three of those were resolved through conciliation, but two were referred to DFEH and HUD.

When an individual reports possible discrimination it is considered an inquiry. Between 2013 and 2021, there were a total of 17 HUD inquiries made in the City of Monterey. Inquiries become formal complaints and cases once the FHEO or HUD determines the discrimination can be filed under one of the laws they enforce.

According to the 2020 Annual Report published by DFEH, only nine of 128 discrimination complaints from all jurisdictions within and including Monterey County was related to housing. As of 2020, there were six HUD cases filed, with three cases based on disability bias, one based on a familial status bias, and none based on racial bias. This represents an increase from 2010 when two cases were filed with HUD with only one based on an alleged disability bias and none asserting discrimination based on either familial status or racial bias.

## **FAIR HOUSING AUDIT REPORT**

Auditing is a tool used to measure compliance with federal and state fair housing laws, and to determine if illegal patterns and practices are employed by the rental housing industry. Although most audits are educational in nature, the audit findings can be referred for litigation when patterns and practices of discrimination have become entrenched, and the property owner is uncooperative or resistant to the educational process.

In FY 2017, ECHO conducted a Fair Housing Audit that included the cities of Monterey, Salinas, the urbanized communities of Monterey County, and several Bay Area jurisdictions. The audit tested 134 properties, including five in Monterey, ten in Salinas, and five in urban areas of Monterey County. The properties were chosen from advertisements for available rental units found in [www.forrent.com](http://www.forrent.com), [www.craigslist.org](http://www.craigslist.org), [www.rent.com](http://www.rent.com), [www.apartmentguide.com](http://www.apartmentguide.com), as well as some property management websites.

In the first phase of the testing, communications began with emails. Among the 20 tests conducted in Monterey County communities, ten percent received differential treatment based on the name used in the emails, a minority name (Laquesha Jackson) vs. a majority name (Megan O'Reilly). In the City of Monterey, there were no cases of differential treatment while Salinas had one. After the tests, ECHO followed up with an educational campaign directed at the owners and managers involved. Each property was emailed a report on their performance and encouraged to meet with ECHO's Fair Housing Counselors to discuss findings at their properties, and in cases where differential treatment was found, ECHO suggested possible changes that could be made to bring their rental policies and practices in compliance with federal and state fair housing laws.

## **OUTREACH AND CAPACITY**

Fair housing outreach and education is imperative to ensure that those experiencing discrimination know when and how to seek help.

At a public Monterey workshop held in 2017 for the purpose of drafting the Analysis of Impediments to Fair Housing Choice (AI), participants asserted that new housing is being built to target wealthier residents making it more difficult for other residents to find housing. The phrase “invasion of Silicon Valley” was stated as a greater concern for the residents and they expressed ECHO Housing should be used more to address fair housing concerns in Monterey.

To gather input on the most recently published Consolidated Plan, three publicly noticed meetings were held as follows: October 17, 2019, at El Estero Park Center, Monterey, California, November 13, 2019 at Few Memorial Hall, Monterey California, and January 9, 2019 at Few Memorial Hall, Monterey, California. Engagement activities were used to gather input on the highest community and housing needs. The results of the input were narrowed to the three highest priorities: 1. Affordable housing 2. Homelessness services- prevention and housing 3. Community outreach. The meetings were legally noticed in English and Spanish through the Herald, publicized through the City’s website, and notices were emailed to the organizations from the contact list of partners and service organizations the City has compiled from past stakeholder and community meetings related to grant funding from HUD.

In addition to the meetings described above, a Housing 2020 Community Workshop & Open House was held on December 9, 2019 from 6 to 8 pm at the Monterey Conference Center. The purpose of the Housing Workshop was to provide updates on plans for new affordable housing and new laws affecting renter protections as well as for accessory dwelling units. Additionally, this meeting was meant to encourage residents to connect with City staff as well as the City’s community partners and to share their perspective on the challenges for housing in the City of Monterey. The meeting included an open house where residents could engage with the City’s community partners working on housing inventory improvements, partners which included the United Way, ECHO Housing, and Community Human Services (CHS). Specific topics included: new renter protections (AB 1482) (also available in Spanish), new rules for building an ADU (granny flat), increasing density for housing, Garden Road rezoning for housing, and analysis of City-owned property for housing. To publicize the Housing 2020 Community Workshop & Open House, dynamic bilingual outreach in English and Spanish was conducted to reach a large audience, which included public noticing in the Monterey Herald, publicizing the event on social media (Nextdoor, Twitter, Facebook), traditional media, and Podcasting with a local non-profit media company.

## **FAIR HOUSING PROGRAMS**

Monterey residents facing homelessness have access to fair housing programs. The Housing Resource Center (HRC) was formed in 2009 after a merger between the Housing Advocacy Council and the Monterey County Housing Alliance. They provide homeless prevention services to low-income residents of Monterey County such as emergency rental assistance, security deposit guarantees, tenant education, and financial literacy education. The merger led to the creation of a cohesive HUD-approved organization that provides a continuum of housing support services and financial literacy education. HRC aims to address individuals’ and families’ basic need for safe and stable shelter. They service all Monterey County regions.

The City has a record of funding Legal Services for Seniors for Fair Housing and performs similar outreach as ECHO does to the community. Additionally, the City hosts public meetings regarding Fair Housing and encourages other local groups to provide workshops and distribute information. To

address language barriers, the City keeps bilingual (English and Spanish) flyers and brochures of Fair Housing provider information at the Community Development public counter. The City also distributes these flyers and brochures at the City's public library. Random testing to identify issues, trends, and problem properties is performed through the City's current housing service provider, ECHO housing, in addition to annual fair housing audits. Through the City's Inclusionary Housing Program, home purchasers are required to receive HUD-approved first-time homebuyer education courses that cover financial literacy and basic lender and real estate education. The courses are offered in English and Spanish by a HUD-approved counselor. This program was set up to address the low home purchase approval rates in the City and the underrepresentation of Hispanic households in the ownership housing market in the City, as identified in the City's 2017 Analysis of Impediments to Fair Housing Choice (AI). To address this impediment, the City also encourages residents to do extensive research of prospective lenders and available first-time homebuyer loan programs such as CalHFA and USDA, and contracts out to ECHO the monitoring of fair housing service contractors with lending activities in the City.

## LENDING SERVICES

Discrimination in lending practices can be a major contributor to fair housing issues in a community, as this limits the ability of individuals to live in a location of their choosing. Loan denial rates can be informative of which kinds of discrimination are most prevalent in a community and which groups might need more loan application education targeted towards them. Loan denial rates can be derived from data provided by lending institutions in compliance with the Home Mortgage Disclosure Act (HMDA). Between 2011 and 2021, loan applications in the County increased. In 2021, 16,201 loans originated in Monterey County. In 2018, 7,042 loans originated in Monterey County and in 2011, 7,586 loans originated in Monterey County. In 2021 as presented by Table D-1, all races and ethnicities had greater denial rates in the County than the City except for Native American applicants indicating this group might need greater targeted outreach directed towards it.

**Table D-1: Rate of Denial by Race/Ethnicity (2021), City and County**

<i>Race/Ethnicity</i>	<i>City</i>	<i>County</i>
White (Non-Hispanic)	9.4%	10.0%
Hispanic/Latino	10.3%	13.9%
Black or African American	7.4%	13.7%
Native American	57.1%	25.5%
Asian	9.5%	12.7%
Native Hawaiian and Other Pacific Islander	0.0%	12.4%
Two or More Races	0%	9.3%

*Source: Home Mortgage Disclosure Act Data, 2021*

Charts D-1 and D-2 provide an overview of lending patterns in the City of Monterey compared to Monterey County. Chart D-1 shows that such potentially discriminatory lending patterns have continued at the County level up until the year 2021. The City has similarly seen uneven lending patterns and as of 2021 (the most recent year that data is available) Native American applicants had the highest loan denial rates, followed by Hispanic applicants, and Non-Hispanic White applicants. As Chart D-1 demonstrates, Non-Hispanic White, Hispanic, and Native Hawaiian and Other Pacific Islander applicants have seen a decline between 2018 and 2021 in loan denial rates while the other applicant groups have seen more variation between increases and decreases in loan denial rates. Most groups at the County level have seen steady decline between 2018 and 2021 in loan denial rates other than Black or African American and Native American applicants. Other groups have either maintained the same rate in the last couple years or reduced the rate by a few percentage points. Charts D-3 and D-4 demonstrate that in 2021 the City had higher loan approval rates for both home improvement and home purchase loans than the County.

The data do not indicate the grounds for the denial, and can not be used to prove that the denials were not justified on the basis of standard financial criteria; however, the trend suggests both a potential for bias within the financial system and a need for financial literacy training among non-whites, particularly Native American applicants, to help those groups better understand how to improve their credit scores.

## **BROKERAGE SERVICES**

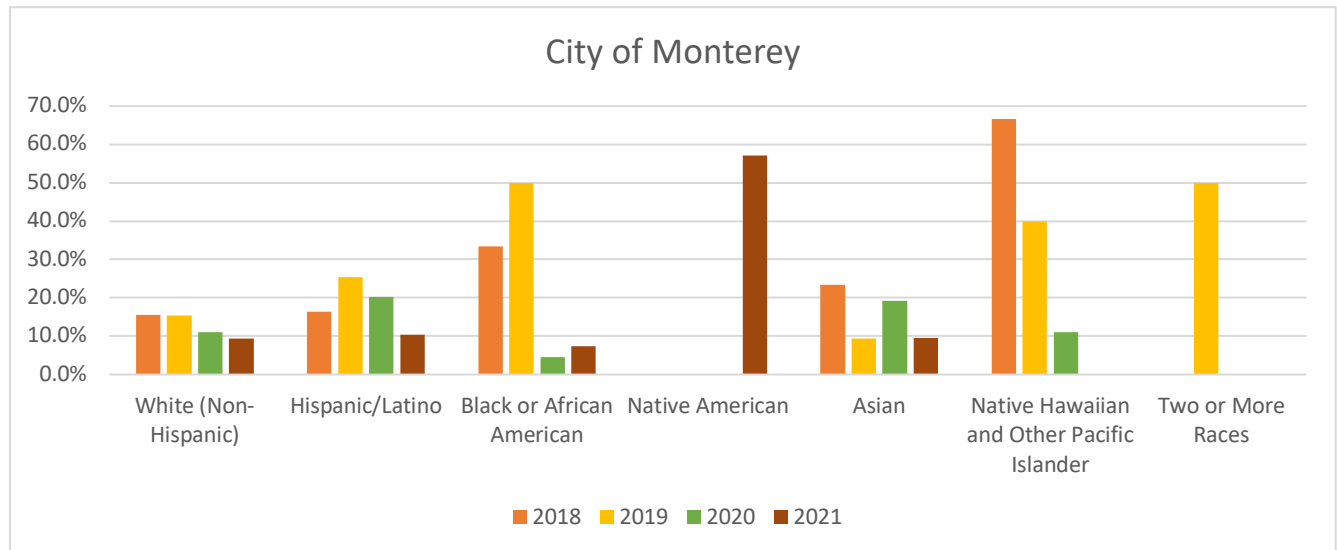
The Monterey County Association of Realtors (MCAR) is the primary association of real estate brokers or salespersons whose business is in the City of Monterey. MCAR has a Multiple Listing Service (MLS)—MLSListings Inc—and is part of the Norcal MLS Alliance, an MLS data integration project across the seven leading MLSs in Northern California. MCAR is bound by the Code of Ethics and Standards of Practice of the National Association of Realtors (NAR), which explicitly states in Article 10 that members shall not discriminate against any person based on race, color, religion, sex, handicap, familial status, national origin, sexual orientation, or gender identity. In addition to adopting the ethics standards set by the NAR, the state branch promotes its own diversity and inclusion programs, such as the Latino Initiative Voices in Action program, which provides educational materials for members on homeownership opportunities and fraud prevention.

## **PROPERTY MANAGEMENT**

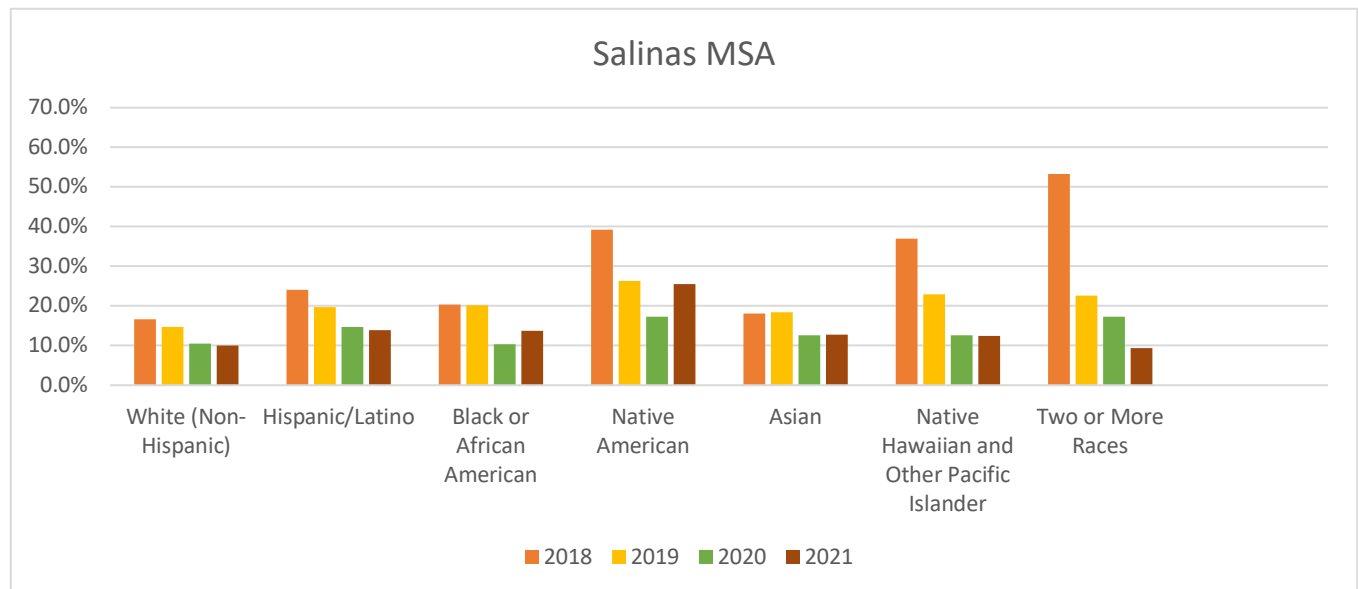
Between 2017 and 2019, the City of Monterey conducted outreach to property management companies in the community to help increase awareness of and expand education around fair housing laws. By reaching out to small rental properties where the owners and managers were potentially unaware of the fair housing laws, the City sought to address the identified discriminatory practices from the City's 2017 Analysis of Impediments to Fair Housing Choice (AI).

Additionally, the California Apartment Association developed the California Certified Residential Manager Program (CCRM) to provide comprehensive series of courses geared towards improving the approach, attitude and professional skills of on-site property managers. The program consists of 31.5 hours of training, including fair housing and ethics courses titled "Fair Housing: It's the Law" and "Ethics in Property Management". Additionally, the National Association of Residential Property Managers (NARPM) offers courses in ethnics and fair housing.



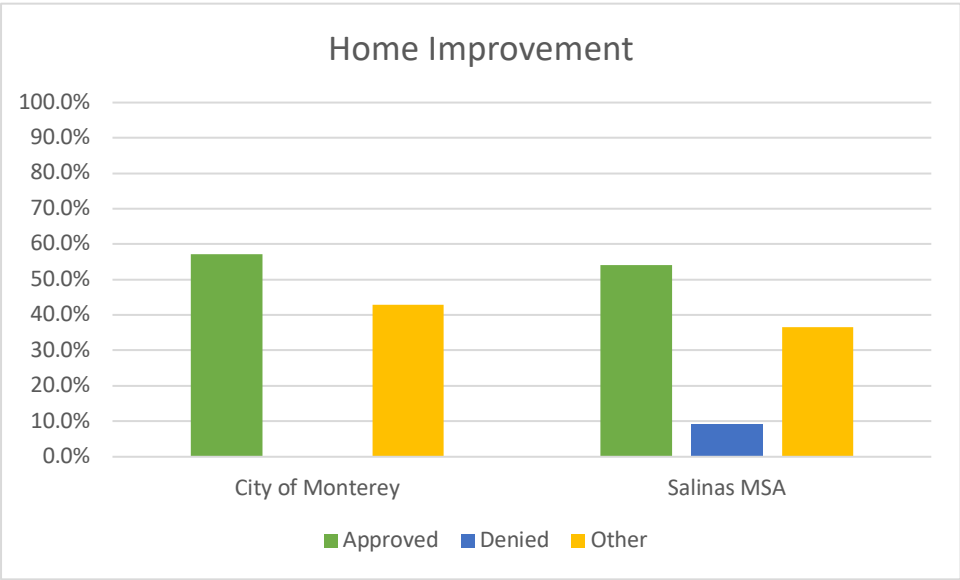
**Chart D-1: HMDA Loan Denial Rates by Race/Ethnicity, City of Monterey**

Source: Home Mortgage Disclosure Act Data, 2018-2021

**Chart D-2: HMDA Loan Denial Rates by Race/Ethnicity, Salinas MSA (Monterey County)**

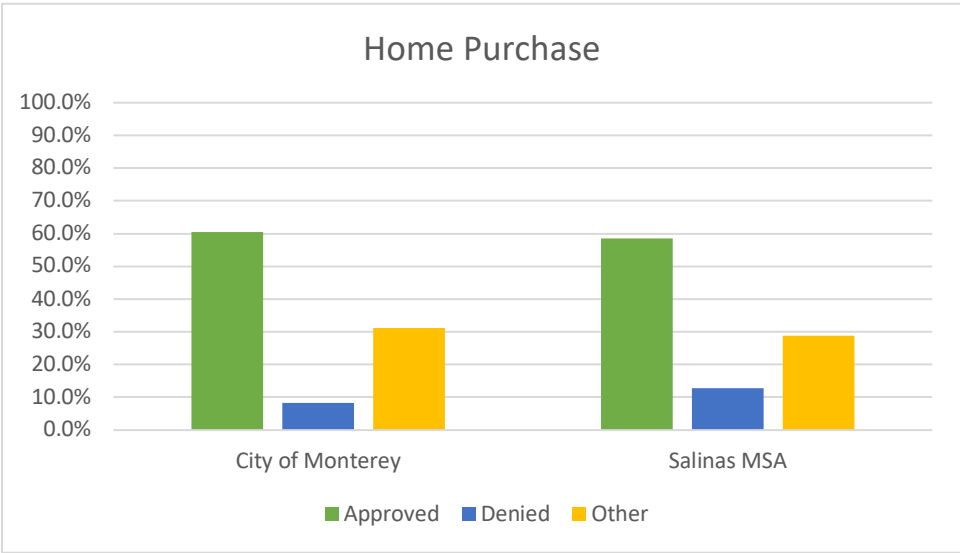
Source: Home Mortgage Disclosure Act Data, 2018-2021

**Chart D-3: HMDA Home Improvement Loan Applications, 2021**



Source : Home Mortgage Disclosure Act Data, 2021

**Chart D-4: HMDA Home Purchase Loan Applications, 2021**



Source : Home Mortgage Disclosure Act Data, 2021

## FAIR HOUSING COMPLIANCE

California Fair Employment and Housing Act (FEHA) (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2), FEHA Regulations (California Code of Regulations (CCR), title 2, sections 12005-12271), and Government Code section 65008 applies to actions of a city, county, city and county, or other local government agency making them “null and void” if they deny an individual or group of individuals the enjoyment of residence, landownership, tenancy, or other land use in the state because of membership in a protected class, the method of financing, and/or the intended occupancy. More specifically, the Government Code imposes requirements related to housing including the following:

- Government Code section 8899.50 requires all public agencies to administer programs and activities relating to housing and community development in a manner to affirmatively further fair housing and take no action that is materially inconsistent with its obligation to affirmatively further fair housing.
- Government Code section 11135 et seq. prohibits discrimination and requires full and equal access to all programs and activities conducted, operated, administered, or funded with financial assistance from the State, regardless of one’s membership or perceived membership in a protected class, as that term is defined in Government Code section 12926.
- Density Bonus Law (Gov. Code § 65915.)
- Housing Accountability Act (Gov. Code § 65589.5.)
- No-Net-Loss Law (Gov. Code § 65863.)
- Least Cost Zoning Law (Gov. Code § 65913.1.)
- Excessive subdivision standards (Gov. Code § 65913.2.)
- Limits on growth controls (Gov. Code, § 65302.8.)
- Housing Element Law (Gov. Code, § 65583, esp. subds. (c)(5), (c)(10).)

As a recipient of the Community Development Block Grant from the US Department of Housing and Urban Development (HUD), and Home Investment Partnerships (HOME) funds, the City is required to maintain Affirmatively Furthering Fair Housing (AFFH) certification and to demonstrate compliance through its Consolidated Plan and Annual Action Plans, which are submitted to HUD for approval prior to receipt of the funds. Monterey has not denied any affordable housing project in its jurisdiction, and will implement this Housing Element to ensure adequate sites to accommodate its RHNA obligations during the planning period and to comply with other legal requirements.

Monterey has made a number of revisions to its Specific Plans and Zoning Code to implement its current General Plan and Housing Element and is committed to making further revisions to meet all applicable requirements of State law based on the review undertaken to prepare this Housing Element. Many of these revisions will advance fair housing. Section D.6, Summary and Conclusions, identifies areas where constraints to furthering fair housing remain. The Housing Action Plan (Chapter 4) describes the specific programs Monterey will undertake during the planning period to remove or lessen these constraints.

## D.2 Segregation and Integration

Patterns of segregation within a community may arise from both public and private housing discrimination, whether intentional or unintentional. Although racial and ethnic segregation is perhaps the most common and well-known form, other protected classes may also experience segregation. This section explores patterns and trends of segregation based on race and ethnicity, disability, familial status, and income level in the City of Monterey and the surrounding region. These groups are not mutually exclusive, and there may be considerable overlap across each protected class. Historically throughout the U.S., including in California and Monterey County, restrictive and exclusionary zoning practices have contributed to racial and economic segregation.<sup>8</sup>

The First Peoples of Monterey include the Rumsen and Esselen Ohlone nations. At the time of the arrival of Spaniards in 1770 it is estimated that the indigenous population of the Monterey Bay was approximately 7,000 people (10). At the arrival of Fr. Junipero Serra, Don Gaspar de Portola, and Fr. Juan Crespi in 1770 a Presidio and Royal Chapel was constructed and Monterey was declared for New Spain. Although the original plan for the Missions was to hold the lands in the trusts of the church for ten years and build a civilian town; in 1834 the lands in Monterey were transferred to private holdings. (10) The Ohlone communities of Rumsen, Esselen, and Salinan background still live in the area today.

Historical records show that African-Americans lived and worked in Monterey County and in what is now the city of Monterey as early as the 18<sup>th</sup> century. Several Africans are known to have been ship maintenance workers aboard the San Antonio, the ship on which Fr. Junipero Serra arrived in the region. At that time, what is now Monterey, was the Spanish territory of Alta California. Alejo Nino, an African Spaniard and free man, who came to the Monterey area with Junipero Serra in the 18<sup>th</sup> century was the first black man buried in Alta California. His grave is in the Presidio in Monterey. The Juna Bautista de Anza exploration and colonization trail of 1775-1776 included Afro-latins from Mexico (11). Because few women were among the first Africans who settled in the Alta California territory, many of the first black settlers married Mexican or native American women. Africans first entered Mexico in 1519 and frequently intermarried; their descendants were considered mulattos or *Afromestizos*. In the mid-1830s, two men with multiracial backgrounds, Lt. Col. Manuel Victoria and Pio Pico, were appointed governors of Alta California.<sup>9</sup>

Even though Mexico had a strict class system, it neither enslaved nor restricted those of African heritage. Mexico had a strict caste system that led to many *Afromestizos* seeking opportunities in Alta California. While the first slaves were brought to Mexico in the 16<sup>th</sup> century under New Spain, Mexico abolished slavery in 1839. Later in the 19<sup>th</sup> century, black men and women who were slaves, runaway slaves, or free joined the original settlers. In 1849, delegates to California's first Constitutional Convention met at Colton Hall in Monterey and agreed to prohibit slavery in the new state. Section 18 of Article I stated, "Neither slavery, nor involuntary servitude, unless for the punishment of crimes,

<sup>8</sup> Shahan Shahid Nawaz et al., "Single-Family Zoning in the Monterey Region: A California Zoning Atlas Snapshot", Othering and Belonging Institute, University of California, Berkeley, July 10, 2023, [https://belonging.berkeley.edu/single-family-zoning-monterey-region#footnote1\\_rj19xwi](https://belonging.berkeley.edu/single-family-zoning-monterey-region#footnote1_rj19xwi)

<sup>9</sup> Adkins, Jan Batiste, *African Americans of Monterey Count*", Arcadia Publishing, 2015.

10. Architectural Resources Group, "National Historic Landmark District and Downtown Area Context Statement and Reconnaissance Survey: Monterey, California." Prepared for City of Monterey, adopted February 21, 2012, revised May 1, 2012, 15.



shall ever be tolerated in this State.”<sup>10</sup> Because California was not a slave state, many of those who arrived as slaves were able to buy their freedom or escape slavery and lived free in Monterey.

Thirty years later, delegates to a second constitutional convention meeting in Sacramento, amended the Constitution by adding “Article 19, Chinese” which forbid the employment of Chinese by any corporation or by any state or local government “except in punishment for crime”. Section 4 went on to authorize “all necessary power to the incorporated cities and towns of this State for the removal of Chinese without the limits of such cities and towns, or for their location within prescribed portions of those limits” and authorized the State Legislature to establish legislation to prohibit “the introduction into this State of Chinese”.<sup>11</sup> Despite mandates like this, the federal Chinese Exclusion Act of 1882, and the State’s Alien Land Law (1913), Asians came to the Monterey peninsula to work in the County’s thriving agricultural and fishing industries. With the Japanese arriving in Monterey during the 1890’s after the Chinese Exclusion Act (13). The first Asian settlers included part of a group of immigrants from China who arrived in the early 1850s settling first at Point Lobos in Carmel and then at Point Alones, next to the present site of the Monterey Bay Aquarium. The small fishing village at Point Alones initiated the fishing economy in Monterey. After the village burned in 1906, due to arson according to some sources, the Chinese were not allowed to return to Point Alones and moved throughout the region and established (leased?) another village at McAbee Beach, a short distance to the north and now the heart of the Cannery Row area of Monterey.<sup>12</sup> The Japanese community used white business partners to start canning businesses at Cannery Row.

Many of the African American families who came to the Monterey peninsula worked in agriculture, but as Monterey became a tourist destination many found jobs in hotels and restaurants and also as domestic workers. As early as 1902, the peninsula also became a place for military service. In 1917 as the United States entered World War I, the federal government established Fort Ord as a military training base for soldiers stationed in the nearby Presidio in Monterey. The presence of the base discouraged both housing and infrastructure development contributing to Seaside’s reputation as a less desirable place to live than Monterey especially as World War II brought the expansion of Fort Ord. By the end of the war, when President Harry S. Truman ordered full desegregation of the armed services, Seaside was still an unincorporated suburb of Monterey. Because of the increasing use of racially restrictive covenants in Monterey and many other communities in the county, many African Americans retiring from the military who were unable to purchase homes elsewhere in the area, remained in Seaside, which incorporated in 1954. By 1980, the black population of Seaside was 29.3 percent, larger than any other city in the county, but with the closure of Ford Ord the black population declined to 12.1 percent in 2000. Seaside still has the largest black population of any city in the county, 7.2 percent compared with 3.5 percent in Monterey.

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<sup>10</sup> “JoinCalifornia: Election History for the State of California”, <http://www.joincalifornia.com/page/11>

<sup>11</sup> “Afro-Latino Presence in Early California”. <https://www.nps.gov/juba/learn/historyculture/afro-latinos.htm>

<sup>11</sup> Constitution of the State of California, Adopted March 3, 1879,

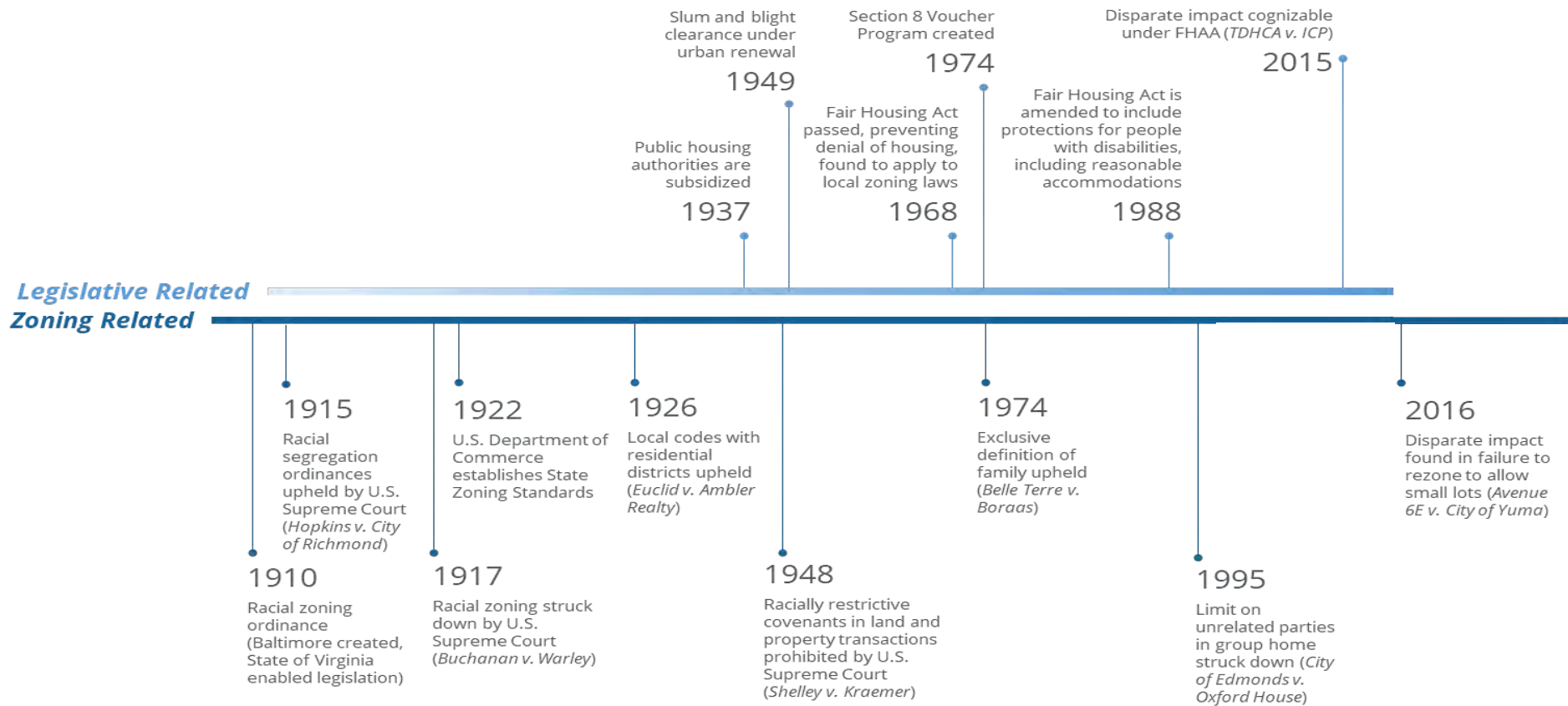
<https://archives.cdn.sos.ca.gov/collections/1879/archive/1879-constitution.pdf>

<sup>12</sup> Marangoni-Simonsen, Dominique, *A Forgotten History: How the Asian American Workforce Cultivated Monterey County’s Agricultural Industry, Despite National Anti-Asian Rhetoric*, p. 230-234, *Hastings Env’tl L.J.* 229 (2021)

[https://repository.uchastings.edu/hastings\\_environmental\\_law\\_journal/vol27/iss1/6](https://repository.uchastings.edu/hastings_environmental_law_journal/vol27/iss1/6)

<sup>13</sup> Lyon, Sandy. *The Japanese of the Monterey Bay Region*. 1997

**Chart D-5: Timeline of Segregation Policies in United States**



## RACE AND ETHNICITY

Racial and ethnic patterns of segregation in the City of Monterey are better understood in the context of changing regional and local demographics and historical settlement precedents. As shown in Table D-2, the population of Monterey County increased by 2.0 percent between 2010 and 2020, with a projected increase of 5.6 percent between 2020 and 2040. In the ten years between 2010 and 2020, the Hispanic/Latino population had the greatest growth rate of 12.7 percent followed by the Non-Hispanic Multiracial category (10.2 percent). All other groups saw small reductions in their numbers while the Non-Hispanic White population experienced the greatest percent of decline in residents (-3.1 percent). Looking forward to 2040, it is anticipated that the Non-Hispanic Multiracial and Hispanic/Latino groups will continue to see the greatest increases in population (23.4 percent and 16.6 percent, respectively), followed by Non-Hispanic Native Americans (10.8 percent) and Non-Hispanic Black or African Americans (1.9 percent). All other groups will see slight reductions in their populations as shown in Table D-2.

**Table D-2: Population Growth by Race/Ethnicity, Monterey County, 2010-2040**

Race/Ethnicity	County			Percent Change	
	2010	2020	2040 Forecast	2010-2020	2020-2040
White (Non-Hispanic)	137,308	133,076	124,779	-3.1%	-6.2%
Hispanic/Latino	230,783	260,033	303,158	12.7%	16.6%
Black or African American (NH)	11,452	11,085	11,292	-3.2%	1.9%
Native American (NH)	1,410	1,412	1,564	-0.1%	10.8%
Asian (NH)	24,015	23,691	22,137	-1.3%	-6.6%
Native Hawaiian and Other Pacific Islander (NH)	1,895	1,921	1,902	-1.4%	-1.0%
Multiracial (NH)	9,142	10,072	12,433	10.2%	23.4%
Minority <sup>1</sup>	278,697	298,142	352,486	7.0%	18.2%
<b>Total</b>	<b>416,005</b>	<b>441,290</b>	<b>477,265</b>	<b>2.0%</b>	<b>5.6%</b>

1. Minority refers to any person not listed as NH White

Source: California Department of Finance, Table P-2D County Population by Total Hispanic and Non-Hispanic Race (2010-2060)

The geographical distribution of race and ethnicity throughout the County is uneven. As shown in Table D-3, Monterey County has thirteen Census County Subdivisions with varying shares of Non-Hispanic White, Hispanic/Latino, and Non-Hispanic Other Races (Black or African American, Native American, Asian, Native Hawaiian and Other Pacific Islander, and Multiracial). The City of Monterey is in the Seaside-Monterey Subdivision. It has the highest share of Non-Hispanic Other Race residents in the County and has the smallest difference in percentage between its Hispanic/Latino population and Non-Hispanic White population.

**Table D-3: Monterey County Subdivisions by Race/Ethnicity, 2020**

	White (NH)	Hispanic/Latino	Other Race (NH)
Carmel Valley	83.2%	11.3%	5.5%
Carmel-by-the-Sea	82.4%	8.5%	9.1%
Toro Park	75.2%	14.7%	10.1%
Big Sur	61.6%	34.0%	4.4%
San Ardo	57.9%	30.6%	11.5%
Seaside-Monterey	52.4%	26.5%	21.0%
Castroville	25.6%	63.0%	11.3%
Pajaro	23.5%	71.1%	5.5%
King City	15.8%	80.8%	3.5%
Salinas	13.6%	77.9%	8.6%
Gonzales	12.0%	72.4%	15.6%
Soledad	8.7%	88.8%	2.5%
Greenfield	5.0%	91.6%	3.4%

Source: U.S. Census Bureau, Census 2020 ACS Five-Year Estimates (Table DP05)

Most of the Subdivisions with Non-Hispanic White majority populations (Carmel Valley, Carmel-by-the-Sea, Toro Park, Big Sur, and Seaside-Monterey) are adjacent to each other in the western part of the County along the coast. The remaining Subdivisions with minority-majority populations are located inland to the east and southeast (King City, Salinas, Gonzales, Soledad, and Greenfield). As a result, the County as a whole shows a pattern of racial and ethnic segregation.

As shown in Table D-4, the City remains substantially less diverse than Monterey County as a whole. Between 2010 and 2020, the share of White residents in the City decreased slightly from 69.2 percent to 67.7 percent and the share of other ethnicities increased slightly; however, the share of White residents in the City is still more than double that of the County, which has a majority Hispanic/Latino population.

One method to gauge the extent of segregation in a jurisdiction is the dissimilarity index. The dissimilarity index measures the degree to which two groups are evenly distributed across a geographic area and is a commonly used tool for assessing residential segregation between two groups. The dissimilarity index provides values ranging from 0 to 100, where higher numbers indicate a higher degree of segregation among the two groups measured. According to HUD, dissimilarity index values between 0 and 39.99 generally indicate low segregation, values between 40 and 54.99 generally indicate moderate segregation, and values between 55 and 100 generally indicate a high level of segregation.



**Table D-4: Change in Race/Ethnicity, City of Monterey and Monterey County, 2010-2020**

Race/Ethnicity	City of Monterey			Monterey County		
	2010	2020	Percent Change	2010	2020	Percent Change
White (NH)	69.2%	67.7%	-1.5%	34.3%	29.5%	-4.8%
Hispanic/Latino	14.2%	17.0%	2.8%	53.7%	59.0%	5.3%
Black or African American (NH)	2.3%	3.6%	1.3%	3.0%	2.4%	-0.6%
Native American (NH)	0.4%	0.3%	-0.1%	0.3%	0.2%	-0.1%
Asian (NH)	9.1%	6.0%	-3.1%	6.0%	5.6%	-0.4%
Native Hawaiian and Other Pacific Islander (NH)	0.4%	0.4%	0.0%	0.4%	0.4%	0.0%
Other (NH)	0.1%	0.2%	0.1%	0.3%	0.2%	-0.1%
Two or More Races (NH)	4.3%	4.9%	0.6%	2.1%	2.8%	0.7%

Source: U.S. Census Bureau, Census 2000 (SFI, Table P004); Census 2010 (SFI, Table P9); 2020 ACS Five-Year Estimates (Table DP05)

The dissimilarity index uses non-Hispanic White residents as the primary comparison group; however, Monterey County, along with the State of California, is a majority-minority jurisdiction, meaning that non-White ethnic groups make up a majority of the population. Dissimilarity index values compare racial and ethnic groups against the distribution of non-Hispanic white residents in a community and do not directly measure segregation between minority groups (e.g., non-Hispanic Black). As Chart D-6 shows, the County dissimilarity index is significantly higher in the County, exceeding 55 for White/Hispanic between 1990 and 2020, indicating there has been a high and increasing level of segregation. The dissimilarity between White/Black residents indicates high segregation in 1990, but decreased segregation in 2020 (indicating moderate segregation). The White/Asian segregation level has been below 39.99 since 1990, indicating sustained low segregation.

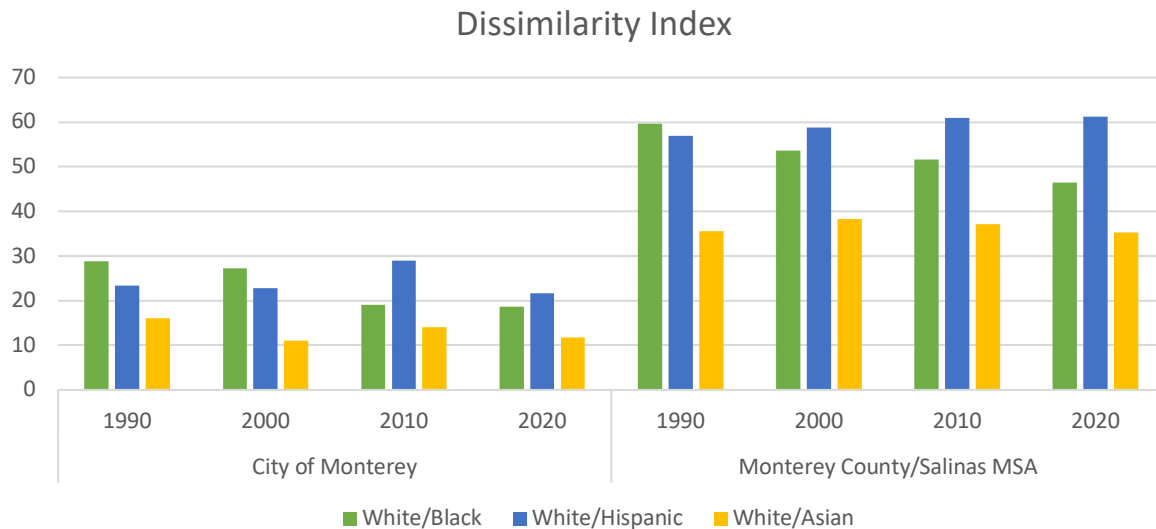
Based on the dissimilarity index, levels of segregation are much lower within the City of Monterey than the County, with all scores between 1990 and 2020 falling below 39.99. Scores have not always trended downward though. In 2010, there were spikes in scores for White/Asian and White/Hispanic dissimilarity from 2000, and in 2020, the White/Black score increased as compared to 2010. As of 2020, for both the County and the City, White/Asian dissimilarity is the lowest followed by White/Black, and White/Hispanic dissimilarity is highest.

The shortcoming of the dissimilarity index is it may not capture the nuances of segregation between minority groups within the city. To capture these nuances, HCD has provided neighborhood segregation typologies developed by the Urban Displacement Project (UDP) at UC Berkeley. These typologies identify tracts based on which racial/ethnic groups have more than 10 percent representation within a given census tract. The typologies consider five racial/ethnic groups—including Black, Latinx, White, Asian, and Other.

Map D-1 shows racial integration by neighborhood in the city. New Monterey, Del Monte Beach, Villa Del Monte, and Del Monte Grove/Laguna Grande neighborhoods are Latinx-White. The Aguajito Oaks, Deer Flats, Fisherman Flats, Monterey Vista, Glenwood, and Skyline neighborhoods are mostly

White. The Naval Postgraduate neighborhood is Asian-White. The Presidio, Old Town, Downtown, Oak Grove, other Naval Postgraduate School area near the Bay, and Alta Mesa neighborhoods are 3 Group Mixed. As indicated by Table D-4 above, Hispanic or Latino, Asian, and non-Hispanic White residents are the three largest groups represented in the City. The non-Hispanic White population is the largest, and as Map D-1 indicates, makes up greater than ten percent of every part of the City (all the 3 Group Mixed areas include non-Hispanic White as one of the groups).

**Chart D-6: City of Monterey and Monterey County Dissimilarity Index**



Source: U.S. Census Bureau, 2020 ACS Five-Year Estimates (Table B01003 and Table B03002)

As a majority Non-Hispanic White community adjacent to other majority Non-Hispanic White communities in a County that is majority Hispanic, the City of Monterey can be seen as part of a racially/ethnically concentrated area of non-Hispanic White residents. However, as shown on Chart D-6, dissimilarity scores indicate that the City is less segregated than the County as a whole. Further, the 2018 ESRI Diversity Index shows that many areas of the City of Monterey are relatively racially and ethnically integrated. The index captures the racial and ethnic diversity of a geographic area in a single number, from 0 to 100 determined by the likelihood that two people selected at random are of the same race. The most diverse block groups have scores 85 or greater while the least diverse have scores of 55 or less (labeled as Lower Diversity in yellow on Map D-2). As shown in Map D-2, the areas with the highest diversity are on the eastern side of the City in Villa Del Monte, Del Monte Grove/Laguna Granada, and Casanova Oak Knoll neighborhoods. Areas of low diversity in Map D-2 are concentrated in the Monterey Vista, Deer Flats, Aguajito, and Fisherman Flats neighborhoods. The neighborhoods with lower diversity are also areas characterized as Mostly White by Map D-1, but these neighborhoods are a small sum of the total area of the City. The rest of the City have scores equal or greater than 55, 70, or even 85.

In Monterey, where there is greater population density overall and greater access to opportunities there is greater diversity than countywide. As other parts of this analysis observe, however, this diversity varies within the city and is closely associated with the prevalence of single-family zoning (see Sections D3 and D4). Map D-1 shows that access to transit, jobs, and other measures of economic,

environmental, and educational opportunities is greater in the areas with the highest population numbers and the greatest diversity (3 Group Mixed). These results may be skewed, however, by the fact that the Naval Base is in the 3 Group Mixed section of Map D-1 while much of the Mostly White area of the Map is non-residential (e.g., Fort Ord and Ryan Ranch) or very sparsely settled or undeveloped like the hillside open space adjacent to Highway 68. Maps D-3 and D-4 present racial segregation and integration throughout the County in both 2010 and 2020. The maps show that the City of Monterey is a High White Segregation area, but it does not exist in isolation; other High White Segregation cities in the County are present along the western edge of the County and in the south. In both instances, those areas that are developed are zoned for single-family use only.

## PERSONS WITH DISABILITIES

Persons with disabilities may face discriminatory housing practices based on their disability, including the lack of accessible dwellings and refusal by housing providers to offer reasonable accommodations. Data shows that from a housing perspective, there are several different housing needs of disabled persons. For those disabled with a developmental or mental disability, one of the most significant problems is securing affordable housing that meets their specialized needs. Housing needs can range from institutional care facilities to facilities that support partial or full independence (such as group care homes). Supportive services such as daily living skills and employment assistance need to be integrated into the housing situation also. A disabled person with a mobility limitation requires housing that is physically accessible.

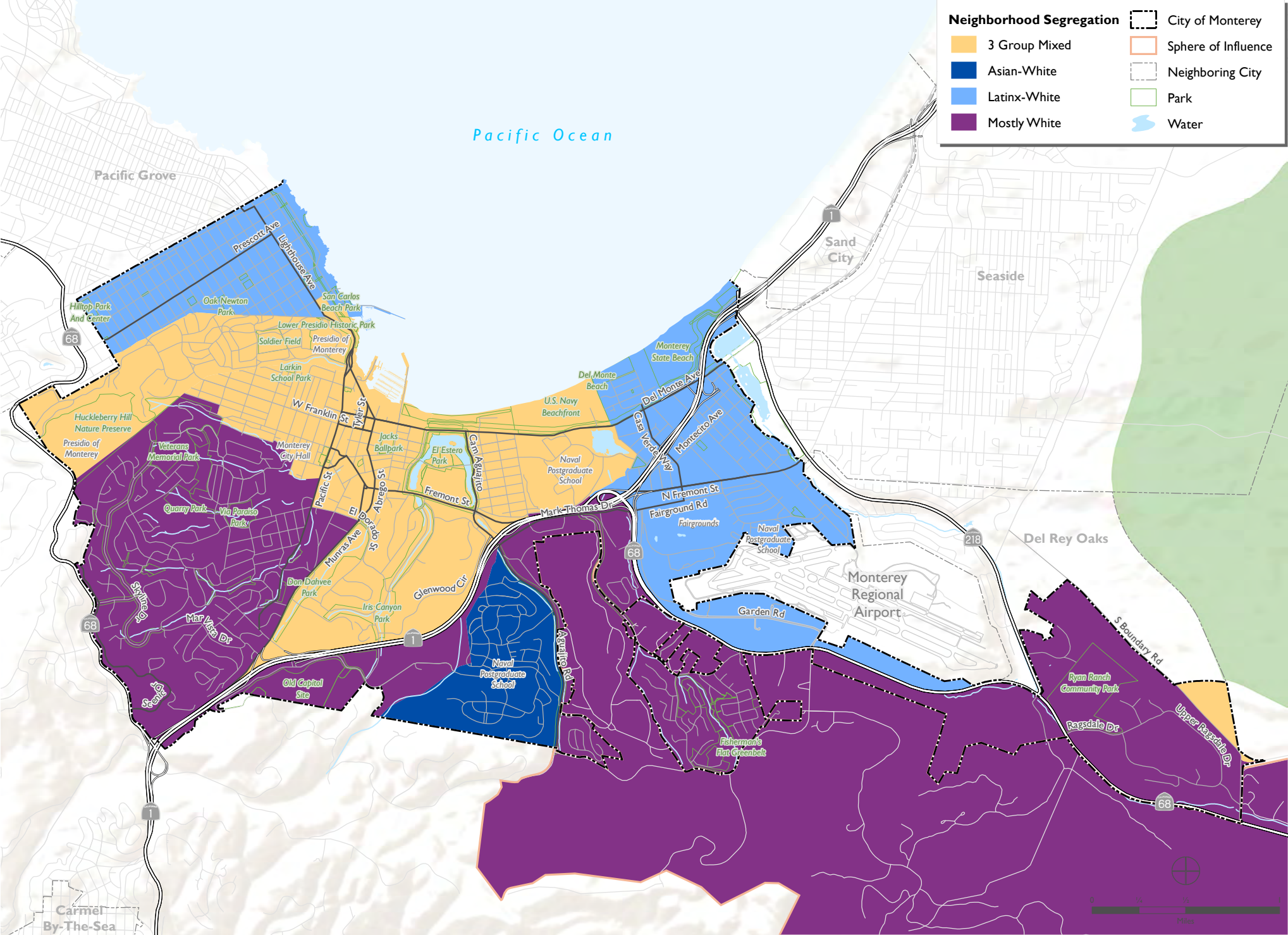
According to the 2021 ACS five-year estimates, 4,542 persons (19 percent of the non-institutionalized population) had a disability in the City of Monterey. As shown in Map D-5, there are more tracts containing 10-20 percent of the population with a disability than tracts with less than 10 percent. However, no single census tract contains a population with a disability that exceeds 20 percent of the tract's total population, which is the threshold typically used by HCD as an indicator of overconcentration. In the City of Monterey, there are seven residential care facilities for the elderly and one social rehabilitation facility.<sup>13</sup>

Map D-6 demonstrates areas within the County with larger populations such as in the City of Monterey, Carmel Valley, and Salinas, 10-20 percent of the population has a disability while less populated areas have less than 10 percent. This indicates the City is typical of the County. At the County level supportive housing services for those with disabilities are limited. There is area 8 adult residential facilities and two residential care facilities for the elderly. The adult residential facility (located in Greenfield) has the capacity to serve 40 people, and the residential care facilities for the elderly (located in Carmel Valley and Castroville) have the capacity to serve six persons each. According to the California Department of Social Services, Community Care Licensing Division, most of the County's adult residential care facilities for adults and elderly are located in Salinas (25 adult residential facilities and 21 elderly residential facilities). Additionally, there are five adult day care centers and one social rehabilitation facility in Salinas. In Seaside, there are two residential care facilities for the elderly and one adult residential facility.

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<sup>13</sup> "Assisted Living Facilities in Monterey, CA" accessed on August 2 at <https://www.caring.com/senior-living/assisted-living/california/monterey>

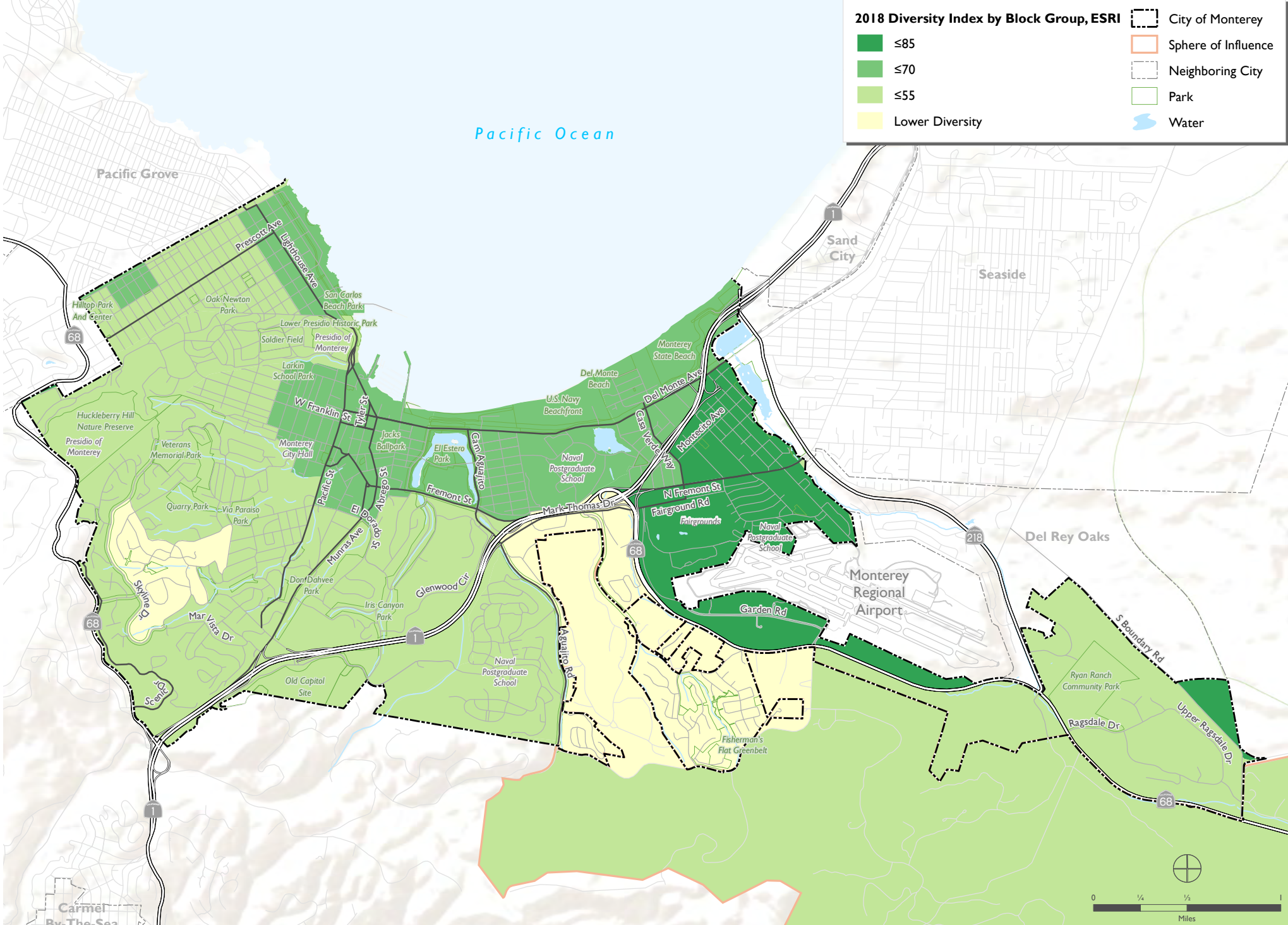
# D-I: Neighborhood Diversity Segregation



Data Source: HCD AFFH Data and Mapping Resources - Urban Displacement Project, 2019; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

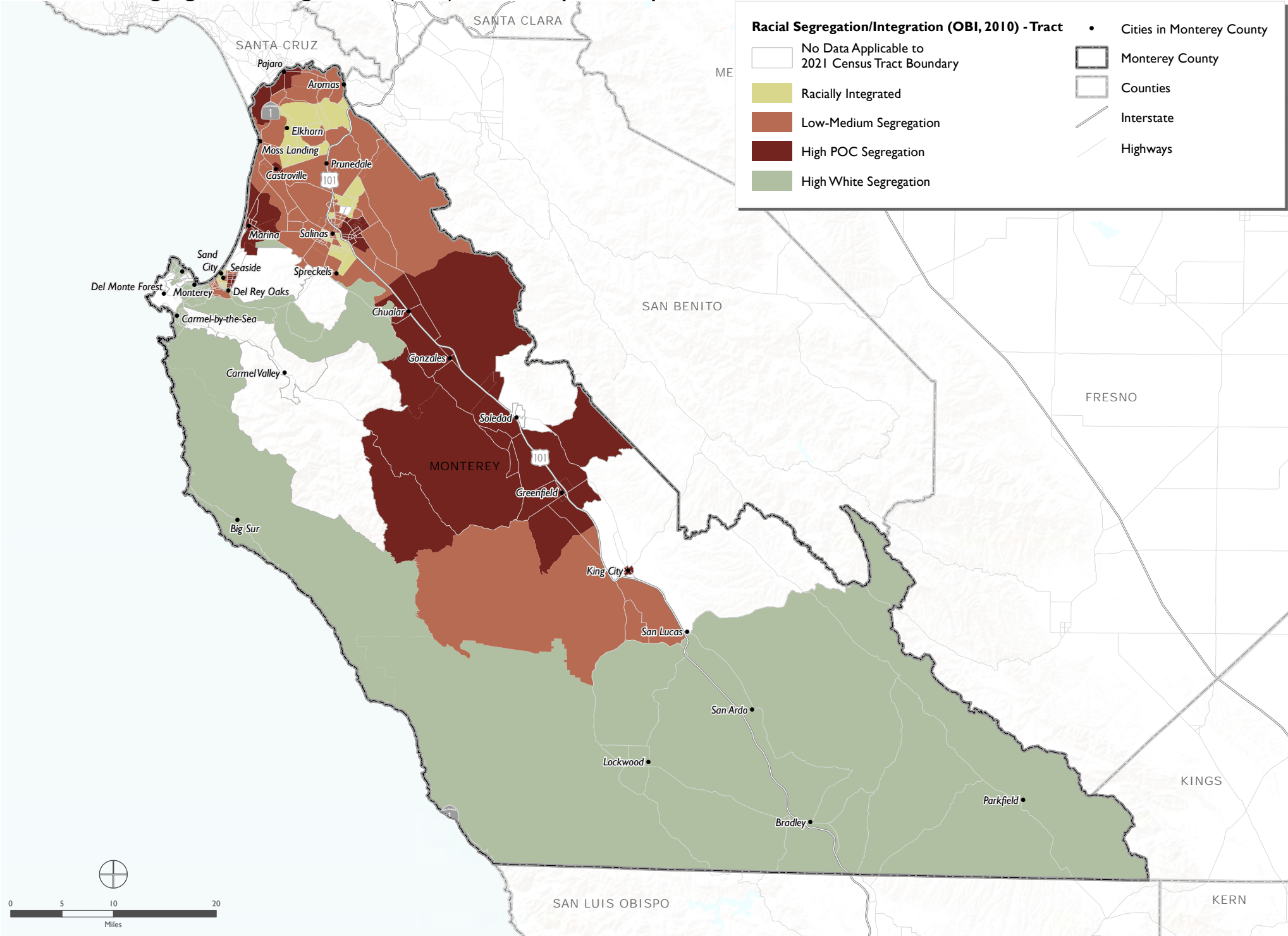


## D-2: City of Monterey Diversity Index



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; PlaceWorks, 2021; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

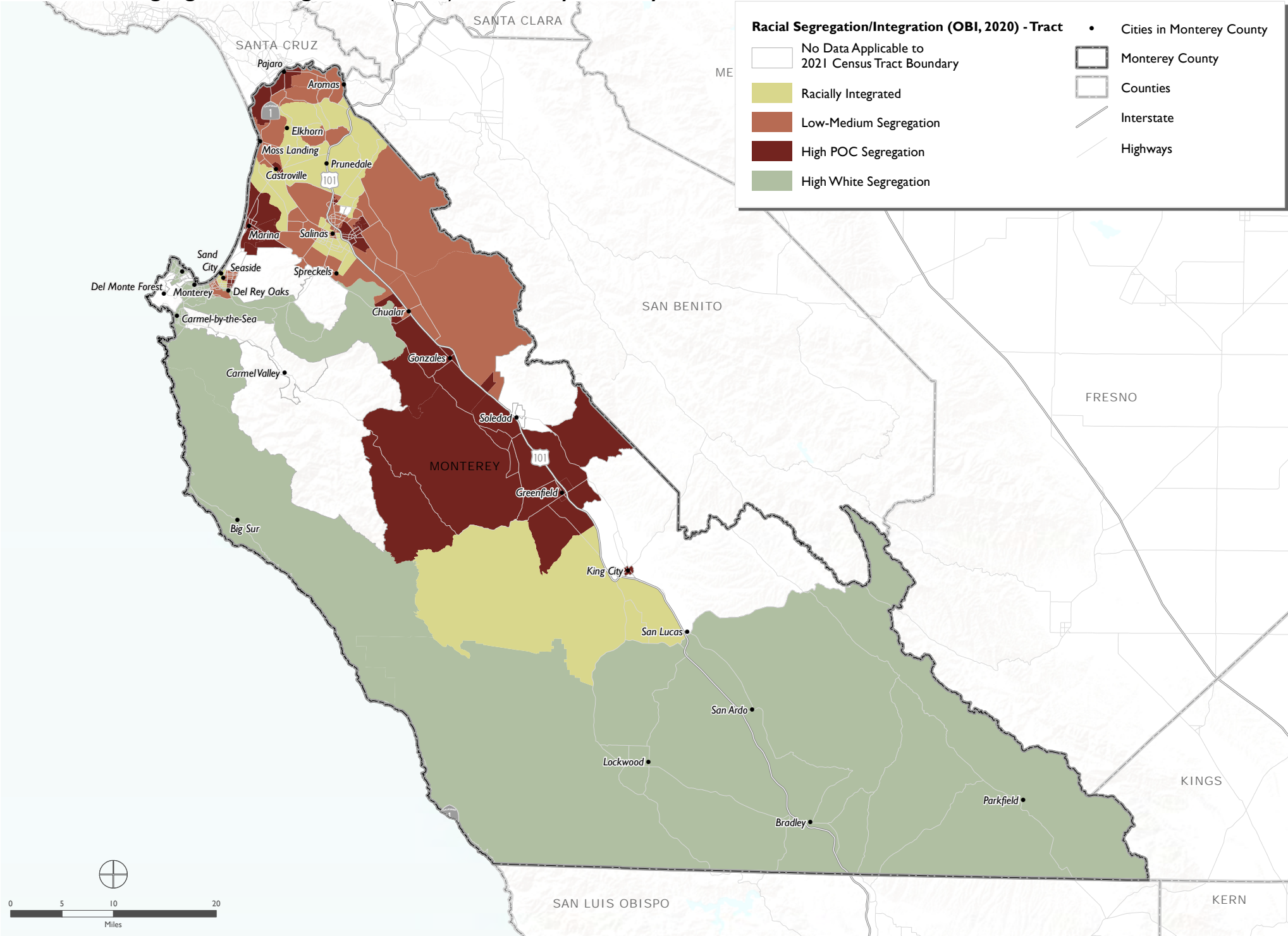
# D-3: Racial Segregation/Integration (2010), Monterey County



Data Source: OBI, 2022; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

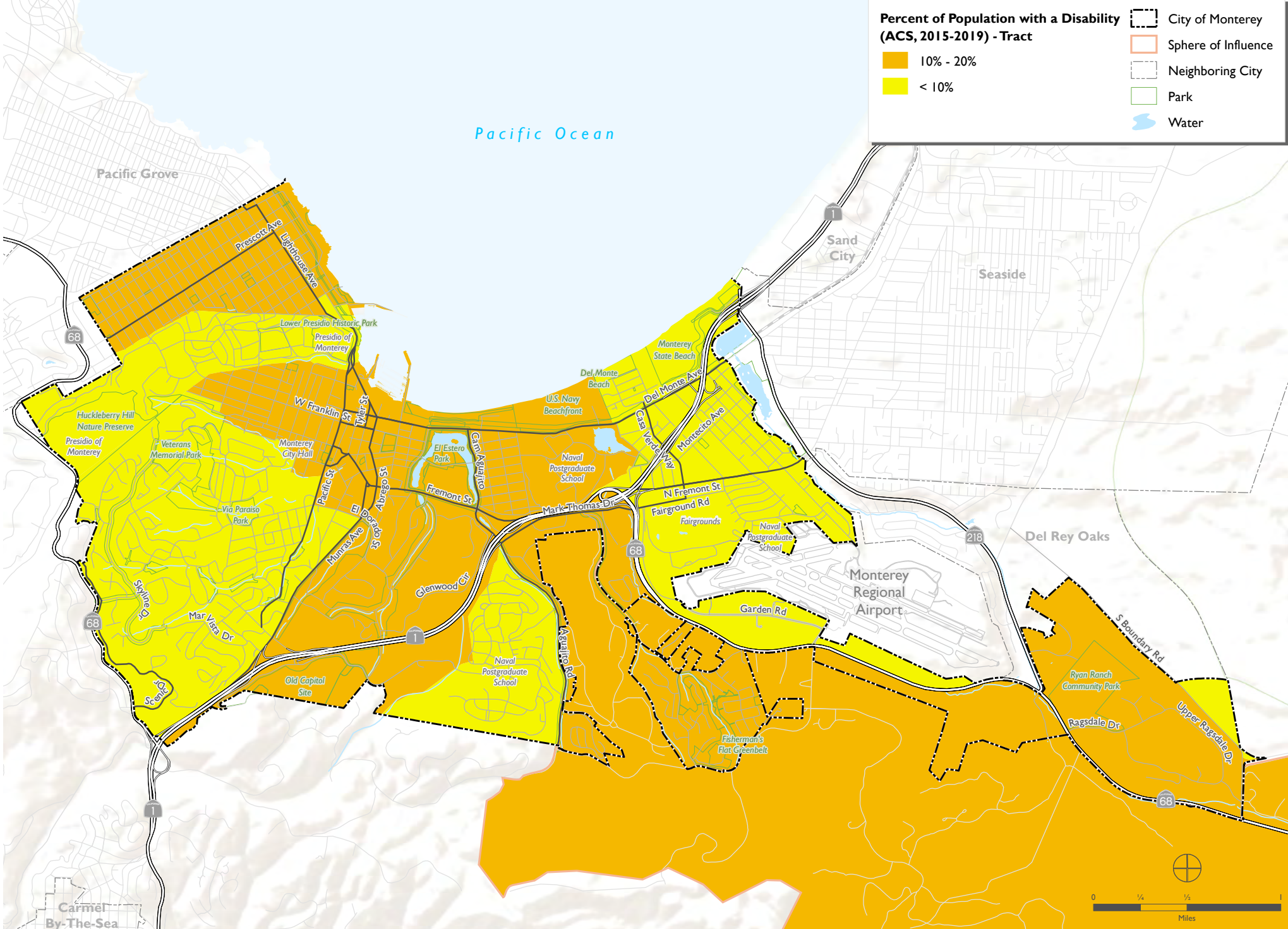


# D-4: Racial Segregation/Integration (2020), Monterey County



Data Source: OBI, 2022; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

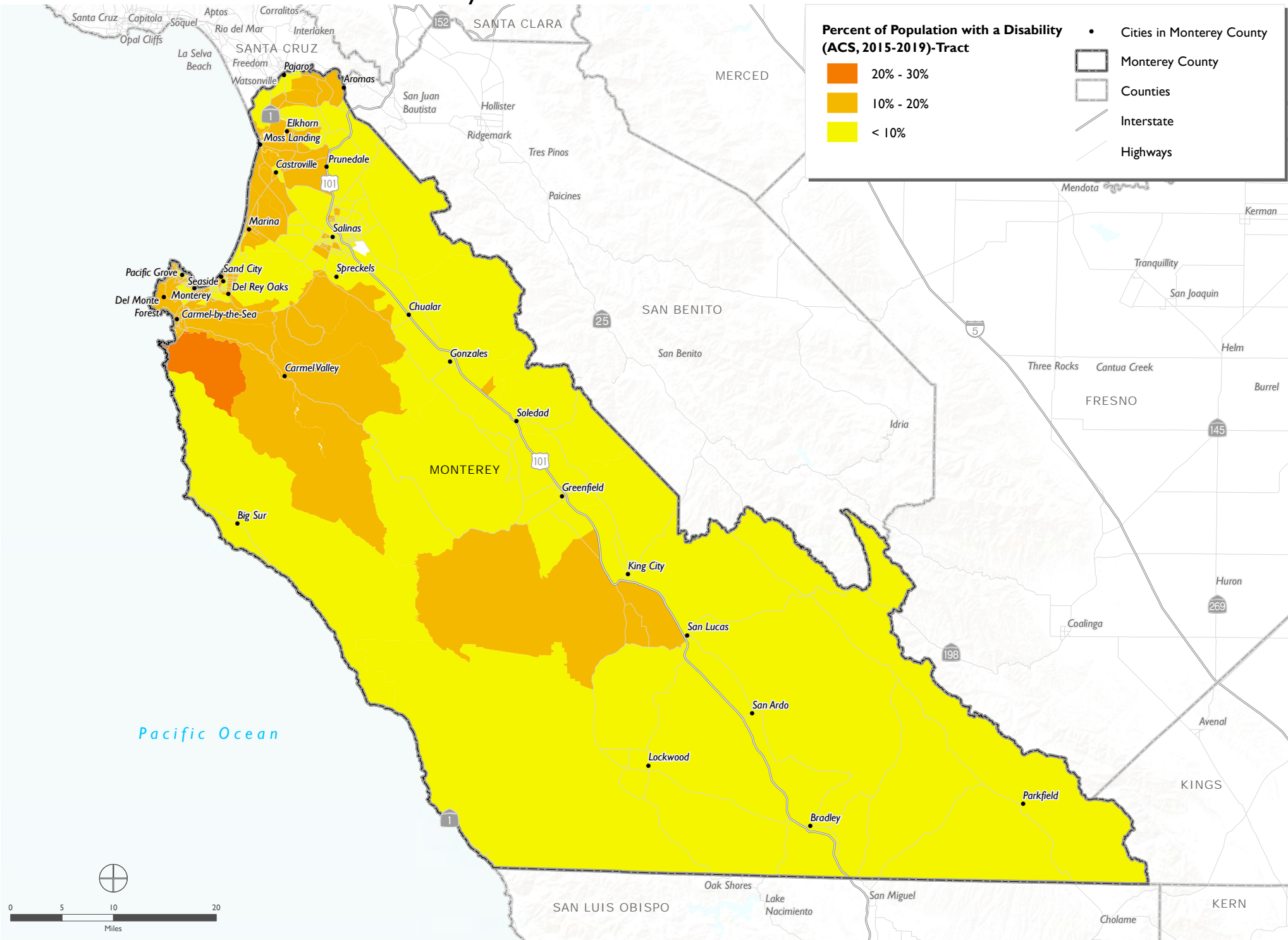
## D-5: Persons with Disabilities in the City



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2015-2019); City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



# D-6: Persons with Disabilities in the County



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2015-2019); City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

The City has enacted regulations to ensure that reasonable accommodations are made for for housing designed for occupancy by, or with supportive services for persons with disabilities. As described more fully in Appendix C, the City amended the Zoning Code in 2016 to add Article 30, Reasonable Accommodation to provide a process for individuals with disabilities to request relief from the various land use, zoning, or building laws. To facilitate the review and approval process, requests for reasonable accommodation are reviewed by the City Manager or a designated staff member unless the request is submitted for concurrent review with an application for discretionary planning or zoning approval. The City has appointed an ADA Coordinator to assist applicants with preparation and submission of accommodation requests.

## FAMILIAL STATUS

Familial status may be another basis for discriminatory housing practices, including discrimination against families with children. Such discrimination may limit the choices where families can live and lead to geographic concentrations within a community. In particular, female headed households with children may be targets of discrimination. Within the City, as indicated in Table D-5, most children under 18 years live in married couple families (82.9 percent), which is greater than the share in the County (69.1 percent). Female headed households are more common in the County with 20.5 percent of children under 18 living in them as compared to 9.1 percent in the City, while the percentage of male headed households is more similar between the City and the County (8.0 percent and 10.4 percent respectively). As shown in Map D-7, there is one tract in the City of Monterey comprising Downtown and Old Town with more than 20 percent of children under 18 years in female headed households, the threshold above which is considered overconcentration. Map D-8 makes it clear that almost all children in the City live in married couple households. As demonstrated by Map D-9, the County has geographically large but less populous areas in the south and a few areas in the northern and central parts of the County with 20-40 percent of children living in female headed households.

**Table D-5: Children Under 18 Years in Monterey Households, 2020**

<i>Household Type</i>	<i>City of Monterey</i>		<i>Monterey County</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Married-Couple Family	1,805	82.9%	33,592	69.1%
Male Householder, No Wife Present	175	8.0%	5,069	10.4%
Female Householder, No Husband Present	198	9.1%	9,942	20.5%
<b>Total</b>	<b>2,178</b>	<b>100.0%</b>	<b>48,603</b>	<b>100.0%</b>

Source: U.S. Census Bureau, 2020 ACS Five-Year Estimates (Table S0901)

According to the 2012-2016 ACS, about 46 percent of female single-parent family households in Salinas lived below the poverty level (compared to less than 16 percent of all family households in the City). In Seaside, 39 percent of female single-parent family households lived below the poverty level (compared to only 11 percent of all family households in the City). While in Monterey, only nine percent of female single-parent family households lived below the poverty level (compared to only three percent of all family households in the City). In Monterey County as a whole, about 40 percent of female households lived in poverty; by comparison, 12 percent of all family households in the County lived below the poverty level. Therefore, due to the presence of a concentration of female headed households in the City of Monterey and the pattern of poverty among this group throughout the City and County, female headed households might have less choice in their housing selection. But, where they are concentrated is considered an area (Downtown and Old Town) where access to opportunity is higher than other areas, specifically for jobs and education.

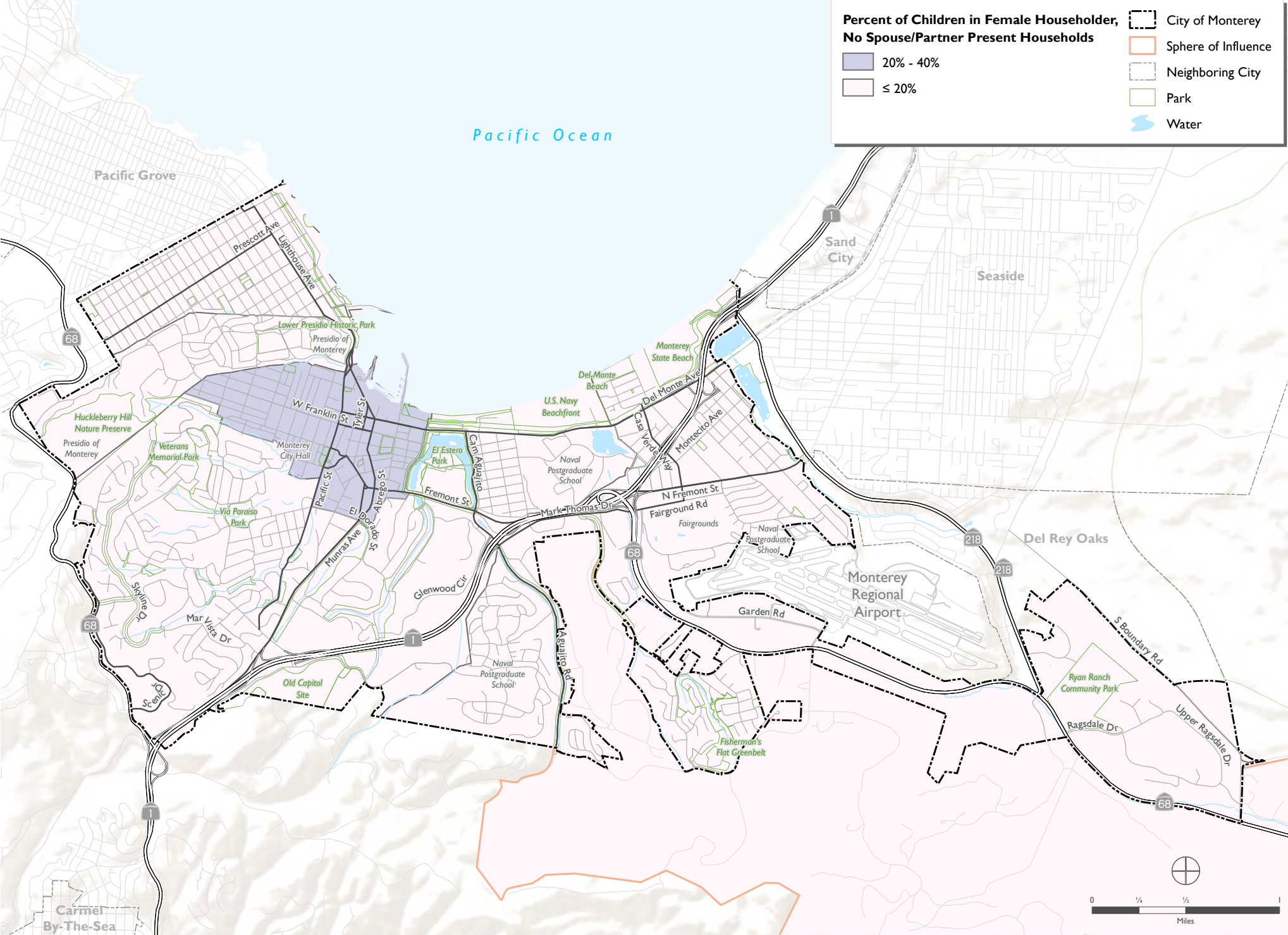
## **INCOME LEVEL**

Geographic concentration by income, including concentration of poverty, is another type of segregation that may exist within a jurisdiction. The concentration of low- or moderate-income (LMI) individuals provides one method to gauge the extent of segregation. HUD defines an LMI area as a census tract or block group where over 51 percent of the households have an annual income that is less than 80 percent area median income (AMI), based on HUD income definitions. Map D-10 provides the distribution of LMI block groups across the City of Monterey. As seen in Map D-10, within the City there are three LMI areas that fall within the Old Town, Downtown, Oak Grove, and Del Monte neighborhoods. The downtown LMI area is also a census tract identified as having an overconcentration of Female Households with Children Under 18 Years on Map D-7.

In Monterey County, as shown on Map D-11, LMI areas exist adjacent to the City of Monterey in the cities of Seaside, Sand City, and Del Rey, to the north near Salinas, Castroville, and Pajaro, and to the south off of the 101 Freeway near Chualar, Gonzales, Soledad, Greenfield, King City, and San Lucas. As identified in the previous section on the racial/ethnic segregation in the County (Table D-3) many of these cities fall into the County Subdivisions with majority Hispanic/Latino populations.

Poverty rates and the concentration of poverty over time can provide an insight into the economic wellbeing of households and individuals in the County and in the City. As of 2020, the City had a poverty rate of 11.5 percent and the County had a poverty rate of 12.0 percent, both of which are lower than the California poverty rate of 12.6 percent. However, poverty is unevenly distributed by race/ethnicity in the City of Monterey (see Table D-6). Residents living below the poverty line who identify as Hispanic/Latino, Native American, Asian, and Other are overrepresented when compared to their share of the total population, while residents who identify as White, Black or African American, Native Hawaiian and Other Pacific Islander, and Two or More Races are underrepresented among those below the poverty line. For instance, while Hispanic/Latino residents make up 14.6 percent of the total population they constitute 30.6 percent of the population living below the poverty line. Residents who identify as Black or African American, on the other hand, make up 3.0 percent of the total population but constitute 2.9 percent of the population living below the poverty line.

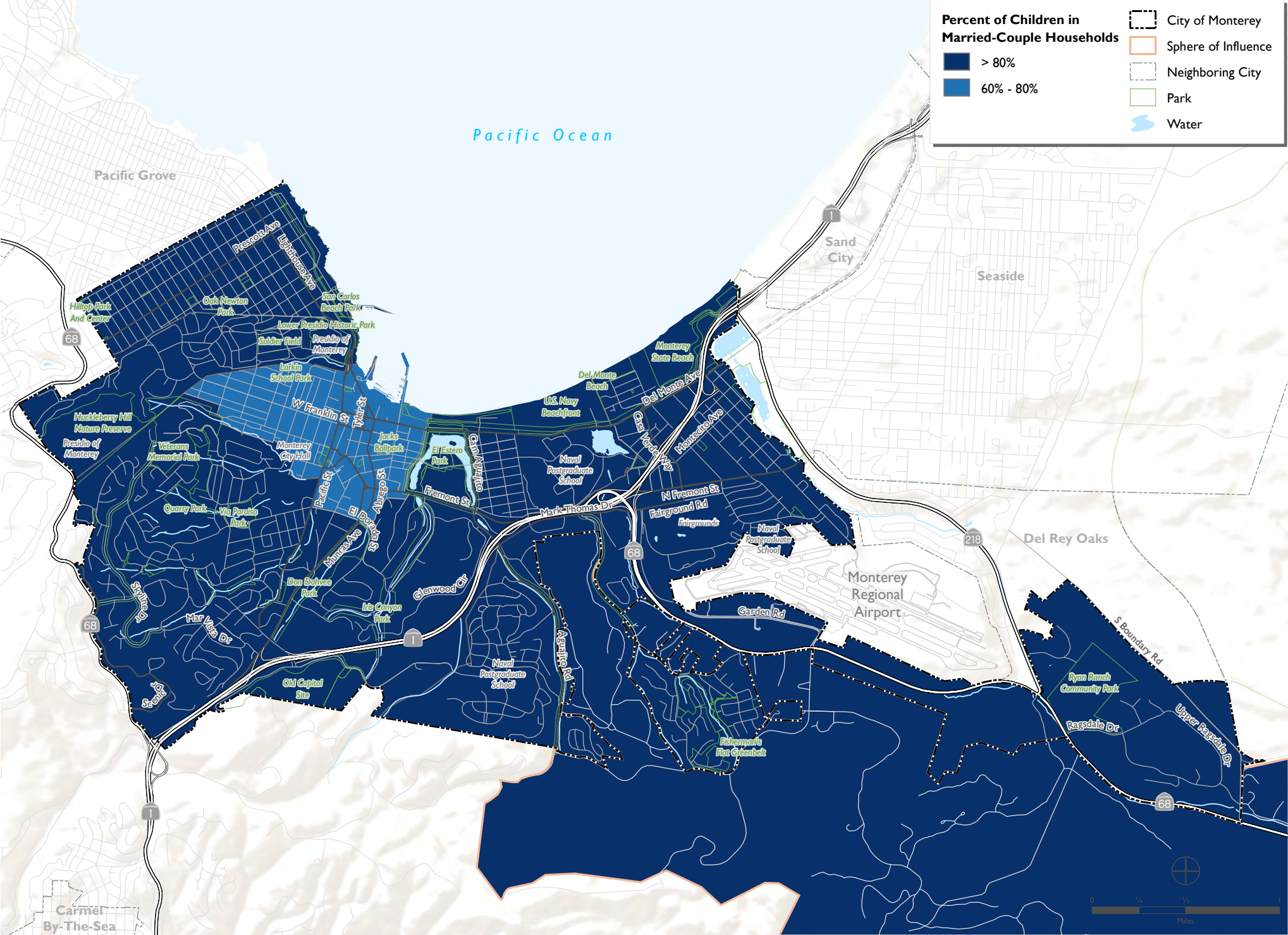
# D-7: Percent of Children in Female-Headed Households in the City



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2015-2019); City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

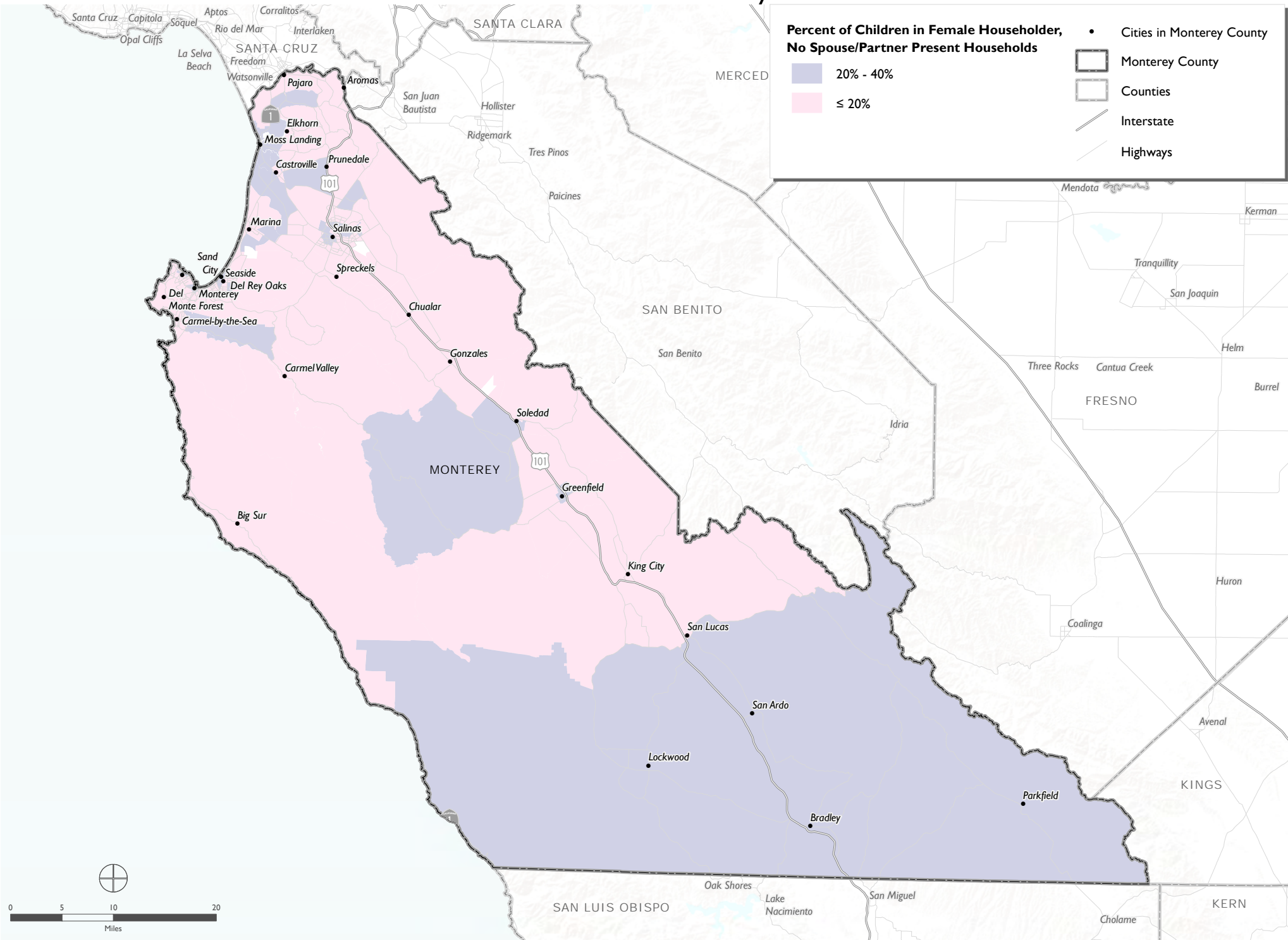


# D-8: Percent of Children in in Married-Couple Households in the City



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2015-2019); PlaceWorks, 2021; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

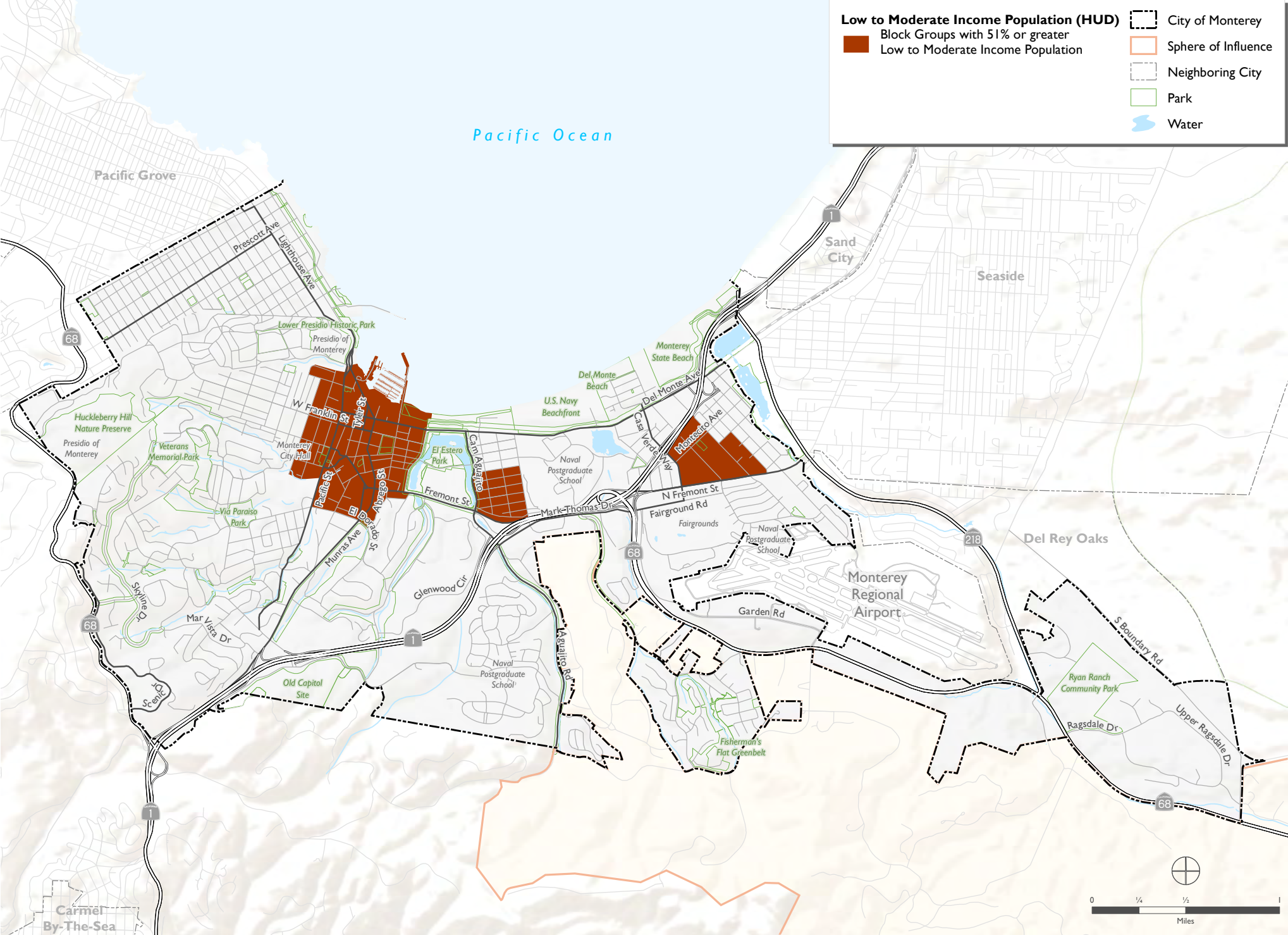
# D-9: Percent of Children in Female-Headed Households in the County



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2015-2019); City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

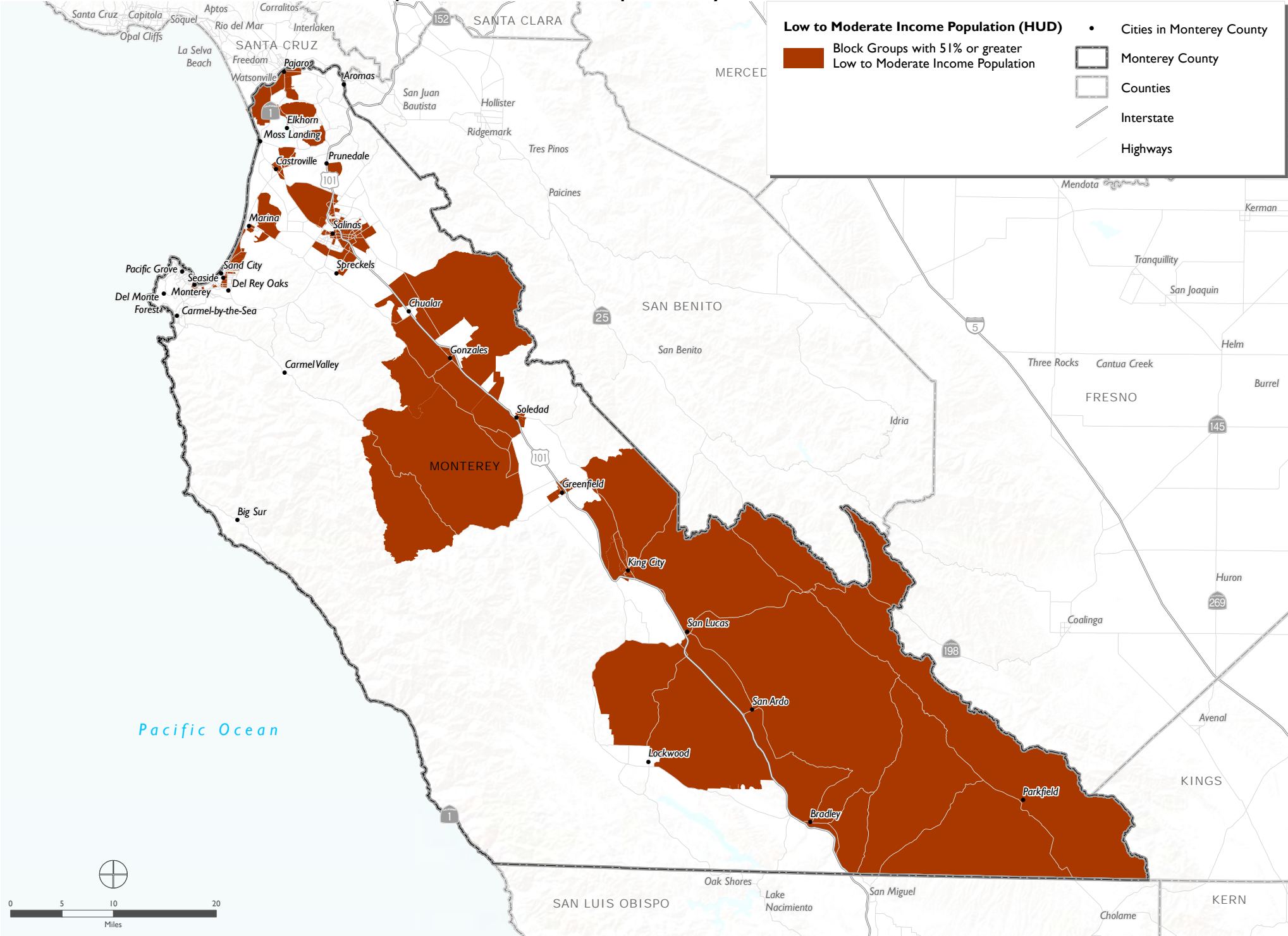


# D-10: Low- to Moderate-Income Population, Block Group, City



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2011-2015); HUD, 2020; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

# D-II: Low- to Moderate-Income Population, Block Group, County



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2011-2015); HUD, 2020; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



**Table D-6: Poverty Rates in City of Monterey, 2020**

Race/Ethnicity	Total Population		Population Below Poverty Level	
	Number	Percent	Number	Percent
White (NH)	20,064	65.6%	1,441	33.3%
Hispanic/Latino	4,452	14.6%	1,323	30.6%
Black or African American (NH)	918	3.0%	127	2.9%
Native American (NH)	243	0.8%	169	3.9%
Asian (NH)	1,529	5.0%	259	6.0%
Native Hawaiian and Other Pacific Islander (NH)	102	0.3%	0	0.0%
Other (NH)	1,576	5.2%	790	18.3%
Two or More Races (NH)	1,697	5.5%	216	5.0%
<b>Total</b>	<b>30,581</b>	<b>100.00%</b>	<b>4,325</b>	<b>100.00%</b>

Source: U.S. Census Bureau, 2020 ACS 5-year estimates subject table (S1701)

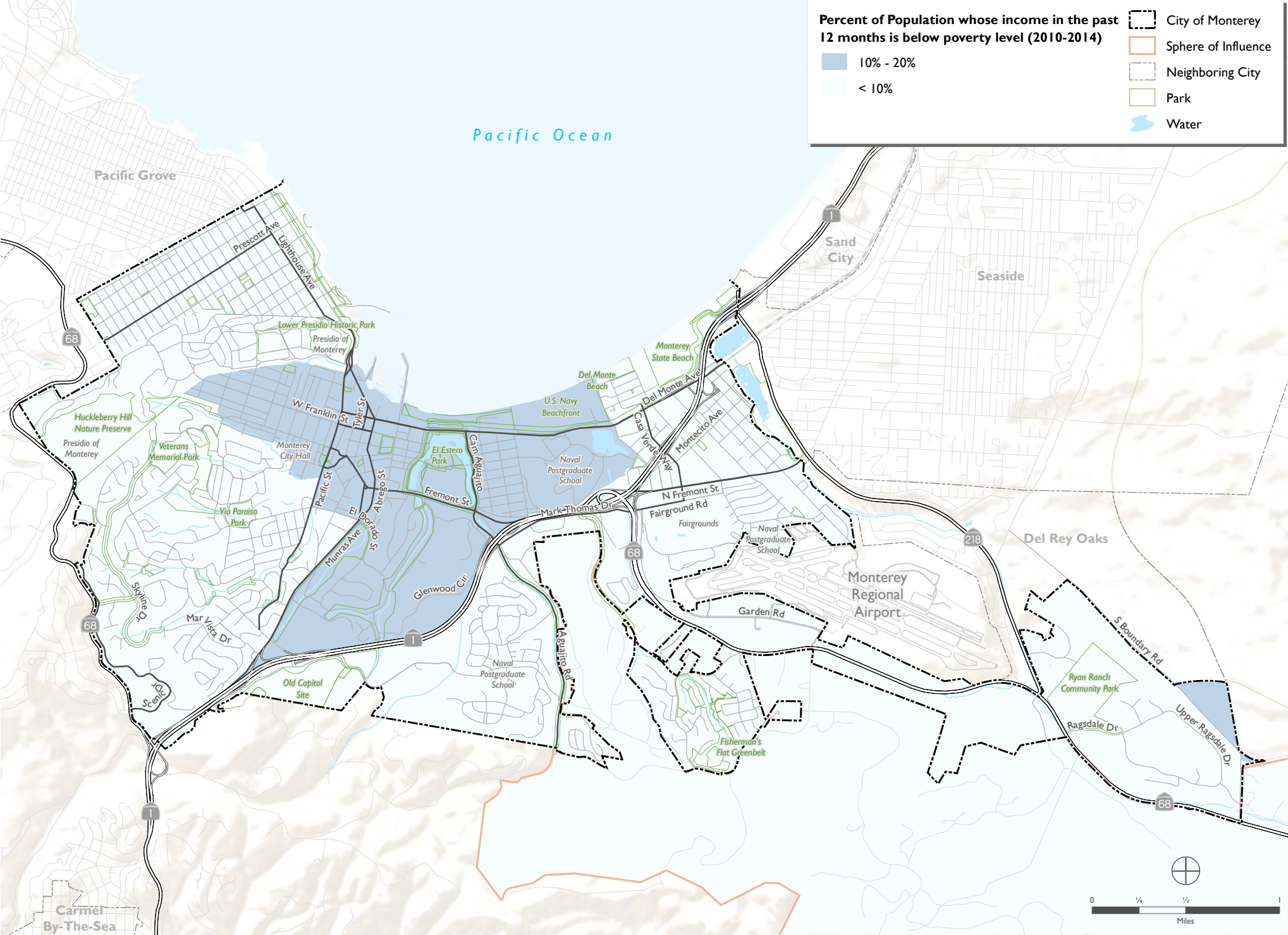
Between 2014 and 2019, patterns of poverty in the City shifted as shown on Map D-12 and Map D-13. In 2014, the neighborhoods of Downtown, Old Town, Oak Grove, NPS, Alta Mesa had between 10 and 20 percent of their population living below the poverty line. In 2019, the areas with between 20 and 30 percent of the population below poverty levels were found on the eastern edge of the City. These neighborhoods include Del Monte Beach, Villa Del Monte, Del Monte Grove/Laguna Grande, NAVY, and Casanova Oak Knoll.

## HOUSING CHOICE VOUCHERS

Housing Choice Vouchers allow very low-income families to choose and lease or purchase safe, decent, and affordable privately-owned housing. The choice of housing is left up to each individual family with the objective of limiting segregation by income. An analysis of where households using Housing Choice Vouchers (HCV) are concentrated can be useful for making sense of segregation and integration trends within a community and how well the program has worked to achieve the objective of reducing segregation by income. The HCV program aims to encourage participants to avoid high-poverty neighborhoods and promote the recruitment of landlords with rental properties in low poverty neighborhoods. The ability to achieve this is, of course, limited by the willingness of property owners to participate, as well as the type of housing available.

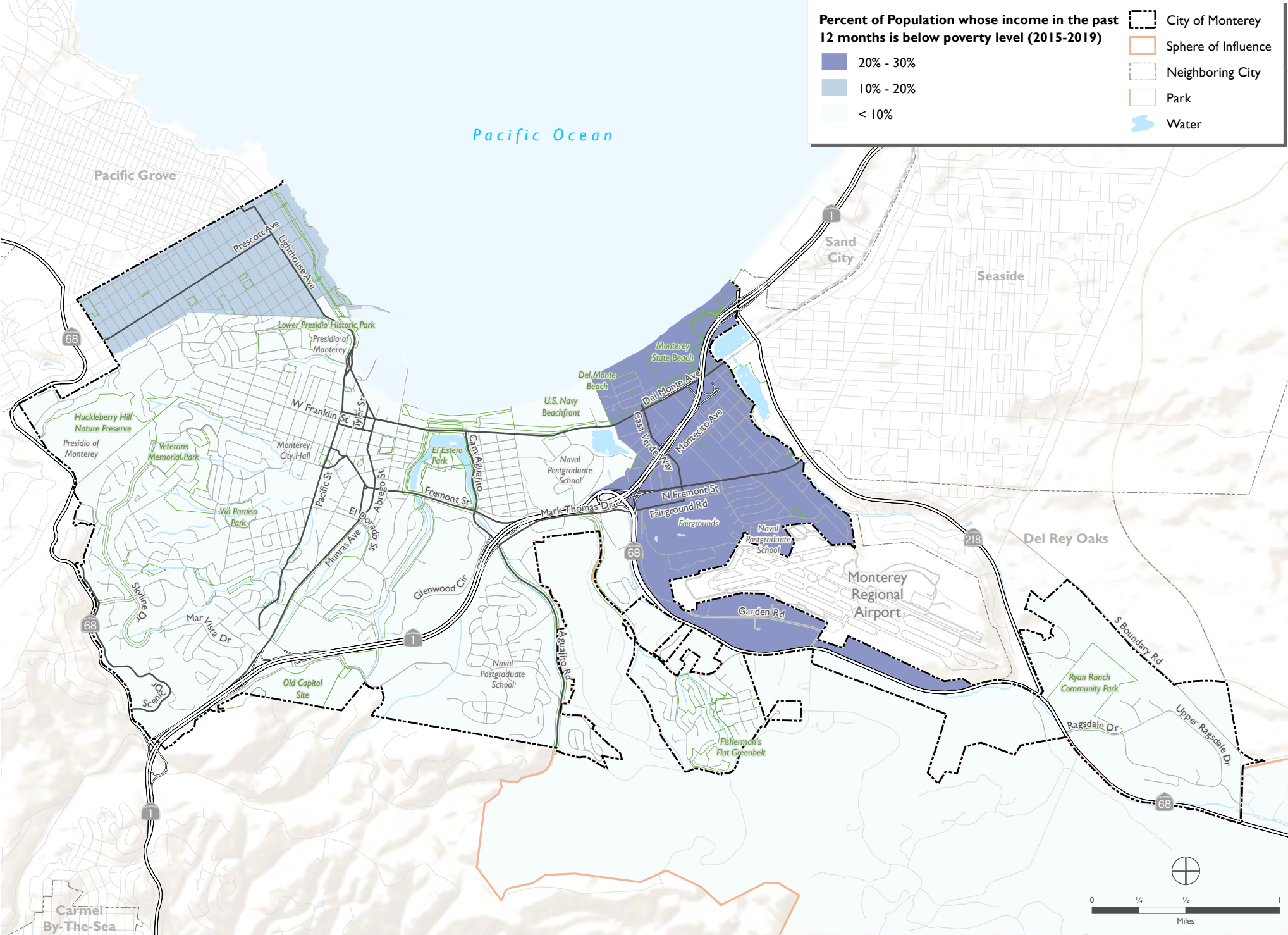
A study by HUD's Development Office of Policy Development and Research found a positive association between the HCV share of occupied housing and neighborhood poverty concentration and a negative association between rent and neighborhood poverty. This showed that HCV use was concentrated in areas of high poverty, where rents tend to be lower, contrary to the program's objectives. In areas where these patterns occur, the program has not succeeded in moving holders out of areas of poverty. In the City of Monterey, neighborhoods with concentrations of low-income populations do not overlap with those that have more than 5 percent of renters using HCV (see Map D-14). Within the County, HCV users are not concentrated in the City of Monterey. Other nearby cities to the west have fewer HCV users while in areas like Salinas HCV use is more widespread across the City (see Map D-15).

D-12: Poverty Status (2014), City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2010-2014); HUD, 2020; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

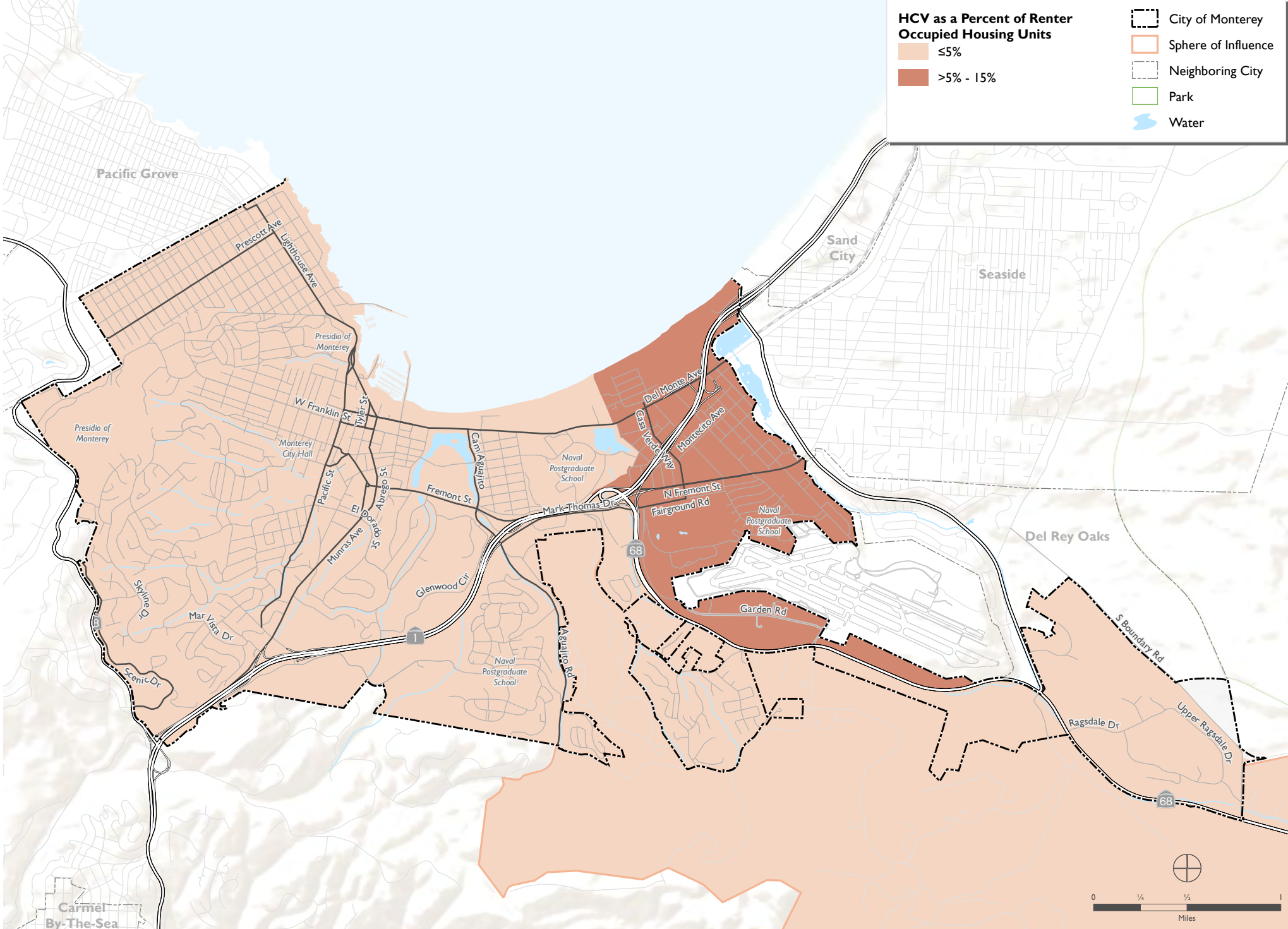
# D-13: Poverty Status (2019), City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2015-2019); HUD, 2020; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



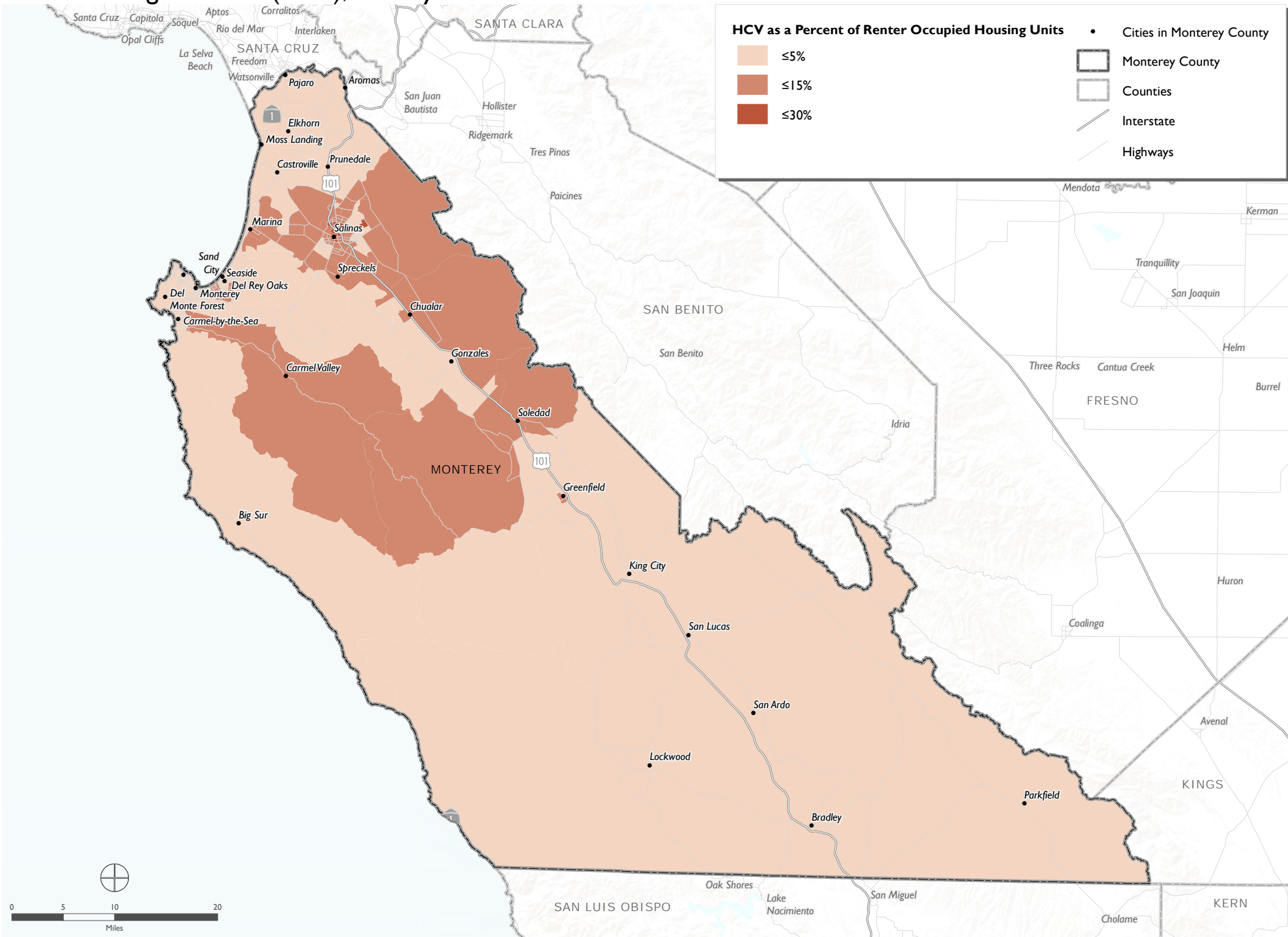
## D-14: Housing Vouchers (2019), City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; American Community Survey (ACS) (2015-2019); City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



## D-15: Housing Vouchers (2019), County



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; American Community Survey (ACS) (2011-2015); HUD, 2020; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

There are no areas in the City of Monterey where there is an overconcentration of HCVs; only one census tract had more than five percent of HCV recipients. In Monterey, fewer than five percent of the households in the Del Monte Beach, Villa Del Monte, Del Monte Grove/Laguna Grande, Casanova Oak Knoll, and NAVY neighborhoods had HCVs. By way of comparison with the rest of the County, Salinas has census tracts where 15 to 30 percent of the households are HCV recipients, but there are no tracts in Salinas or anywhere else in the County where more than 30 percent of the households hold vouchers.

As of 2015, 1,459 households (as reported by the County's 2019 AI) were on the HCV waiting list and 6,521 households were on the waiting list for Public Housing, indicating a need for the expansion of affordable housing options for those in need. Reflecting the County's demographics, 82 percent of those on the waiting list for HCVs were White and 69 percent Hispanic.

The Housing Authority County of Monterey (HACM) has a current allocation of 4,335 Housing Choice Vouchers (HCV) and 199 vouchers through the HUD Veterans Affairs Supportive Housing (VASH) for veterans. However, due to federal budget reductions, only 3,235 HCVs are available for use in the County; 184 are in use in the City alone. HACM's public housing has been converted to Project-Based Rental Assistance where tenants utilize the HCV. The conversion of HACM properties to Project-Based Rental Assistance could offer the City an opportunity to collaborate with the Housing Authority to provide funding assistance for rehabilitation and repair of HACM units.

## **SUBSIDIZED HOUSING**

HACM provides rental assistance, develops, and manages affordable housing throughout Monterey County. The HACM owns and manages over 1,000 units of affordable rental housing throughout the County. Most of these units were originally developed as public housing units. However, beginning in 2015, HACM initiated the process of converting the public housing developments into project-based rental assistance units. That conversion process has been completed.

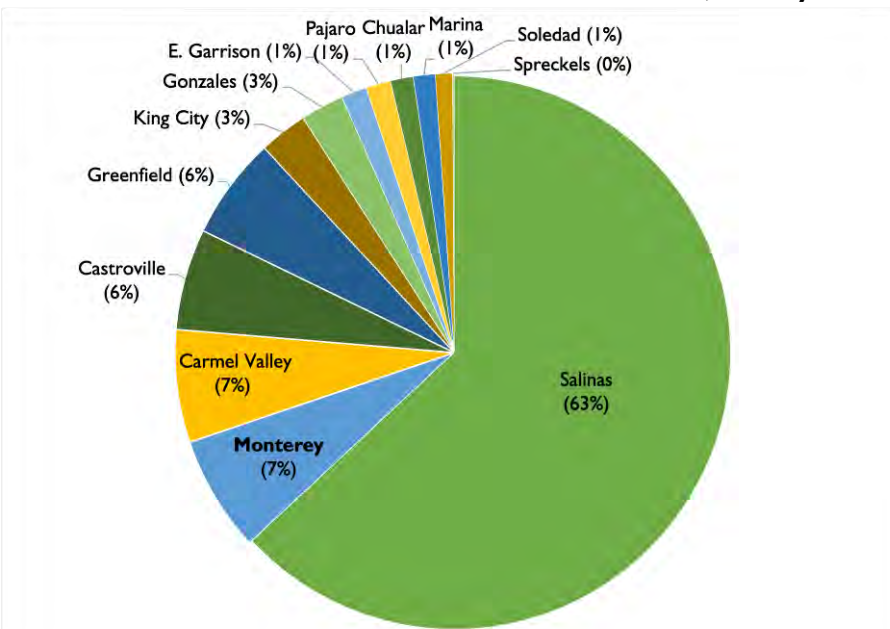
In addition to using vouchers issued by the Housing Authority, individual housing projects may have a percentage of total units set aside for eligible low-income households and individuals under federal, state, and/or local programs such as state and local bond programs, Low-Income Housing Tax Credits (LIHTC), density bonus, or direct assistance programs. The location of these assisted housing units is affected by economic feasibility, which means affordable housing is more likely to be developed where the zoning allows higher density development or the cost of developable land is lower. Reducing the development costs per unit can allow for lower housing payments and lower rents.

As of 2019, there were 17 housing projects in Monterey with subsidies requiring rental to lower income households (Table D-7) including both HACM units and units funded by other programs as described above. Monterey has a smaller share of affordable housing than Salinas (Chart D-7), but a larger inventory than all other cities in the County.

**Table D-7: Assisted Housing Projects, City of Monterey**

Name	Address	Affordable Units
Casanova Plaza	800 Casanova Avenue	86
Oak Grove	1100 Second Street	5
Portola Vista	20 Del Monte Avenue	64
Montecito	242 Montecito	8
Watson	531 Watson Street	5
Osio Plaza	355 Calle Principal	30
Interim Inc	604, 606, 608 Pearl Street	19
Community Human Services	544 Pearl Street	6
Casa de la Estrella	420 Estrella Avenue	8
Centennial Gardens	399 Drake Avenue	6
Dream Theatre Site	675 Lighthouse Avenue	3
Sunrise Assisted Living	1125 Cass Street	12
Skyline Townhomes	1330 Skyline Drive	8
Van Buren Senior Housing	613 Van Buren Street	19
Casa de Los Robles	504 W. Franklin Street	6
Dela Vina Apartments	34 Dela Vina Avenue	14
El Estero Senior Apartments	151 Park Avenue	26

Source: 2019 Monterey County Analysis of Impediments

**Chart D-7: Share of Units Affordable to 80 Percent AMI, County of Monterey**

Source: 2019 Monterey County Analysis of Impediments

The number of affordable units in the City of Monterey can be attributed to its successful Inclusionary Housing Program. The County also assures consistent application of an Inclusionary Housing Ordinance (Chapter 18.40 of the Monterey County Code), which requires that 20 percent of units/lots in new residential developments be affordable to very low-, low-, and moderate-income households. The Ordinance applies to developments of three or more units/lots and exempts farm worker housing and mobile home parks. Requirements of the Ordinance can be met through on-site provision, off-site provision, and payment of in-lieu fees. Developments of three or four units/lots are expected to meet the inclusionary obligations through payment of in-lieu fees, although the developer has the option to build an inclusionary unit instead. Developments of five or more units/lots are expected to meet the inclusionary obligation through the development of inclusionary housing units. Inclusionary units are restricted for affordability in perpetuity.

The City has made recent efforts to grow its share of affordable housing evidenced by emerging pipeline projects. Ten units have been rented on City leased property at 595 Munras Avenue, two of which are affordable. There are several other projects under development that will include affordable units through the inclusionary zoning ordinance. Projects include 2300 Garden Road that was recently issued a building permit for 64 units of which 13 are affordable. The developer for 2300 Garden Road also obtained Preliminary Architectural Review approvals for an additional 91 units at 2000 and 2600 Garden Road of which 20% would be affordable units. However, the developer is reconsidering these proposals at this time and staff anticipates entirely new concepts to be submitted in 2023. Older projects such as 2200 North Fremont that included 40 Dwelling Units with eight affordable units through a seven percent Density Bonus and Inclusionary Housing have been approved, but the developer is no longer actively pursuing building permits. The City also has entered into an Exclusive Negotiating Agreement for a 100% affordable low-income project (Van Buren Senior Housing Project; 669 Van Buren Street) on City owned land behind City Hall. The number of units is in the process of being refined although the developer would like to achieve 36 low-income units.

### **D.3 Racially/Ethnically Concentrated Areas of Poverty and Affluence**

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To assist communities in identifying racially or ethnically concentrated areas of poverty (R/ECAPs), HUD has developed a census tract-based definition. R/ECAPs are tracts with a non-white population of 50 percent or more and a poverty rate exceeding 40 percent or have poverty rates three or more times the average tract poverty rate for the metropolitan/micropolitan area, whichever threshold is lower. According to HUD estimates provided by HCD, there were no R/ECAPs in the City of Monterey either during the 2009-2013 period or in 2020. Another indicator of the presence of R/ECAPs in a community is the co-incidence of high levels of segregation and poverty. HCD and the California Tax Credit Allocation Committee (TCAC) developed opportunity maps to inform statewide policy for siting affordable housing for families in California. Instead of a threshold for race, the TCAC/HCD approach uses a location quotient for racial segregation. The poverty threshold is 30 percent of the population living below the poverty line and the location quotient is essentially a measure of the concentration of race in a small area compared to the county level. There are no census tracts identified as High Segregation and Poverty tracts on the TCAC/HCD Composite Opportunity Map (Map D-17). As Map D-16 shows, as of 2020 there are a four R/ECAPs in the region, all located in Salinas, 20 miles to the northeast of the City of Monterey.



Racially/Ethnically Concentrated Areas of Affluence (RCAAs) are not formally defined by HUD or the State, but are generally considered to be areas with high concentrations of wealthy, White residents. An article by Edward G. Goetz, et al. published in HUD's *Cityscape* journal defines an RCAA as a "census tract in which 80 percent or more of the population is White and has a median income of at least \$125,000."<sup>14</sup> As described in a recent report focusing on the extent of single-family zoning in the Monterey Region for the California Zoning Atlas, these more affluent areas are characterized by a higher proportion of areas zoned single-family only, many of which perform poorly with respect to Regional Housing Needs Assessment (RHNA) targets for low and very-low income housing.<sup>15</sup>

Map D-16 displays the locations of RCAAs under this definition. Within the City of Monterey, one RCAA is located completely within the city limits and one at the southern edge of the city extends into the unincorporated area and lies primarily outside of the City. In contrast, Carmel, Del Rey Oaks, and Pacific Grove lying to the west along the coast and southeast of the Monterey are identified as RCAAs.

The RCAA tract within the City of Monterey has a median income of \$119,775 and 85.6 percent of the population identifies as non-Hispanic White. A notable difference between the RCAA and the rest of the City of Monterey is that 82.1 percent of the RCAA's structures have one housing unit while only 50.8 percent of structures in the City have one housing unit.<sup>16</sup> Additionally, only 34.3 percent of units are occupied by owners in the City while 78.6 percent of units in the RCAA are occupied by owners. These conditions have stayed largely the same in the last ten years. In 2010, 36.3 percent of the City's housing units were occupied by renters while 72.5 percent of housing units were owner occupied in the RCAA, meaning people in the RCAA became owners at a faster rate than in the City overall, but not by much. The RCAA's non-Hispanic White population (82.0 percent) in 2010 and the share of one housing unit structures only changed by a couple percentage points in both the City (49.3 percent) and RCAA (79.7 percent).

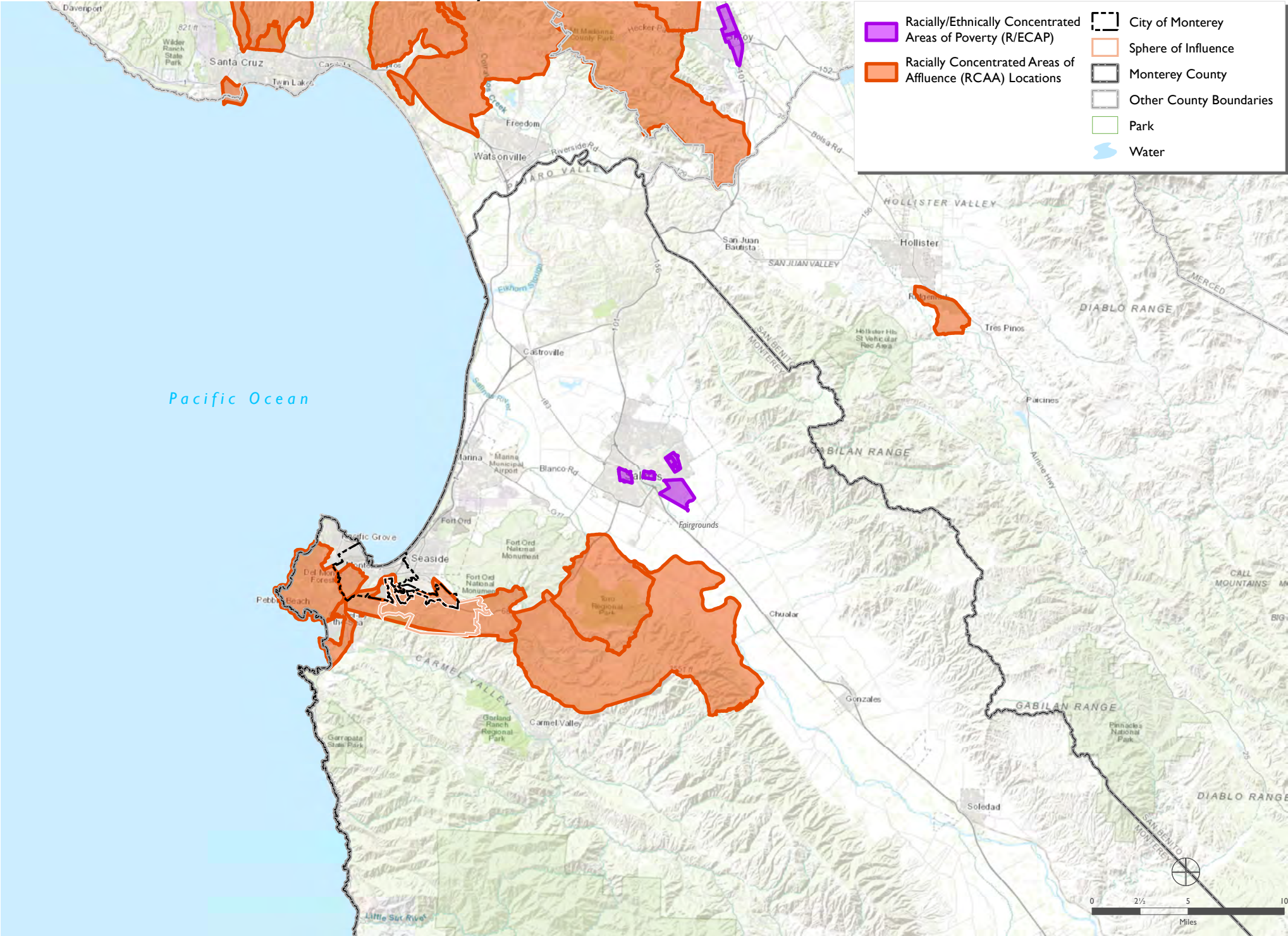
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<sup>14</sup> Edward G. Goetz, et al. "Racially Concentrated Areas of Affluence: A Preliminary Investigation" (*Cityscape*, Vol. 21 No. 1, 2019), pp. 99-123.

<sup>15</sup> Shahan Shahid Nawaz et al., "Single-Family Zoning in the Monterey Region: A California Zoning Atlas Snapshot", Othering and Belonging Institute, University of California, Berkeley, July 10, 2023, [https://belonging.berkeley.edu/single-family-zoning-monterey-region#footnote1\\_rj19xwi](https://belonging.berkeley.edu/single-family-zoning-monterey-region#footnote1_rj19xwi)

<sup>16</sup> US Census Bureau American Community Survey 5-Year estimates of housing by type show a decline in the percent of housing units in single-family detached structures to Monterey to 43.9 percent compared to 62.9 percent countywide.

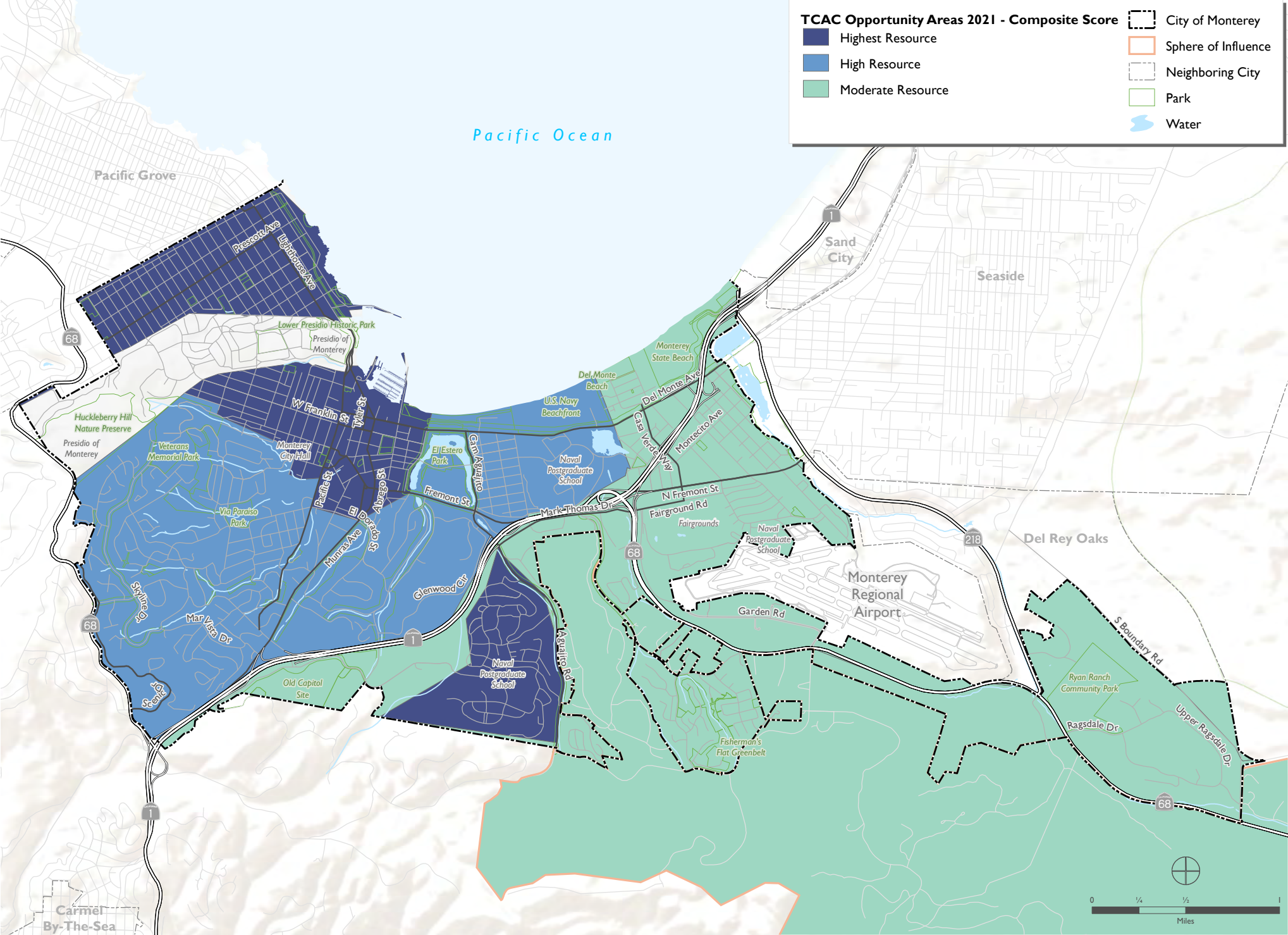
D-16: R/ECAP and RCAA Locations, County



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; HUD, 2020; ACS 2015 - 2019; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



# D-17:TCAC Opportunity Areas, Composite Score, City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; TCAC, 2021; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

## D.4 Disparities in Access to Opportunity

To help quantify access to opportunity within a jurisdiction, HCD and TCAC convened in the California Fair Housing Task Force to “provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and other related state agencies/departments to further the fair housing goals (as defined by HCD).” The Task Force developed a series of Opportunity Maps to determine areas with the highest and lowest resources by census tract. Highest resource tracts are the top 20 percent of census tracts with the highest index scores relative to the region, while high resource tracts are the next 20 percent. The remaining tracts are then evenly divided into the low resource and moderate resource categories. Index scores are compiled by domain, as outlined in Table D-8 below. The economic, environmental and education domains were further aggregated to create a composite index, which determines each tract’s resource level.

**Table D-8: Domain and Indicators for HCD/TCAC Opportunity Maps**

<i>Domain</i>	<i>Indicator</i>
Economic	Poverty
	Adult Education
	Employment
	Job Proximity
	Median Home Value
Environmental	CalEnviroScreen 3.0 indicators
Education	Math Proficiency
	Reading Proficiency
	High School Graduation Rates
	Student Poverty Rate
Filter	Poverty and Racial Segregation

*Source: California Fair Housing Task Force, Methodology for the 2021 TCAC/HCD Opportunity Map, December 2020*

Understanding disparities in access to opportunity within a community requires an assessment of the regional as well as the local context. The following section provides a summary of regional opportunity at the County level and the greater Monterey Bay Region when applicable, in addition to opportunity in the City. Citywide opportunity is broken down into the distinct categories of educational, economic, and environmental opportunity based on metrics provided by HCD.

### REGIONAL CONTEXT

The 2019 AI explores the distribution of five types of opportunity: educational, employment, transportation, access to low poverty neighborhoods, and access to environmentally healthy neighborhoods. Analysis is based on indices provided by the HUD AFFH tool. The higher the index score, the better an area’s access to opportunity. The indices are defined as follows:

- **Environmental Health** — Summarizes potential exposure to harmful toxins at a neighborhood level.



- **Jobs Proximity** — Quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a Core Based Statistical Area (CBSA).
- **Labor Market** — Provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood.
- **Low Poverty** — A measure of the degree of poverty in a neighborhood, at the Census tract level.
- **Low Transportation Cost** — Estimates of transportation costs for a family that meets the following description: a 3-person single-parent family with income at 50% of the median income for renters for the region.
- **School Proficiency** — School-level data on the performance of 4th grade students on state exams to describe which neighborhoods have high-performing elementary schools nearby and which are near lower performing schools.
- **Transit** — Trips taken by a family that meets the following description: a 3-person single-parent family with income at 50% of the median income for renters.

Chart D-8 and Chart D-9 below show index scores based on the July 2020 HUD data release.

## CONTEXT

According to the TCAC Opportunity Areas composite score (see Map D-17), not all possible resource classifications are represented in the City of Monterey; there are no census tracts identified as Low Resource or High Segregation and Poverty. The Highest Resource, High Resource, and Moderate Resource tracts are evenly distributed, with the Moderate Resource classification covering the greatest geographical expanse. The City of Monterey is not typical of the County. Even though it does not have all classifications represented, it still has a greater representation of classifications than much of the County.

Within the County, the City of Monterey, Seaside, Marina, Castroville, and Salinas are the only areas with tracts classified as Moderate Resource and only Salinas and the City of Monterey have areas classified as High Resource. The rest of the County is either classified as Highest Resource (along the coastline except for the southernmost part of the County starting near Lucia) or Low Resource (inland and south within the County). Nearby, other Highest Resource concentrations are in urban areas of neighboring San Luis Obispo County to the south and Santa Cruz and other Bay Area cities to the north.<sup>17</sup>

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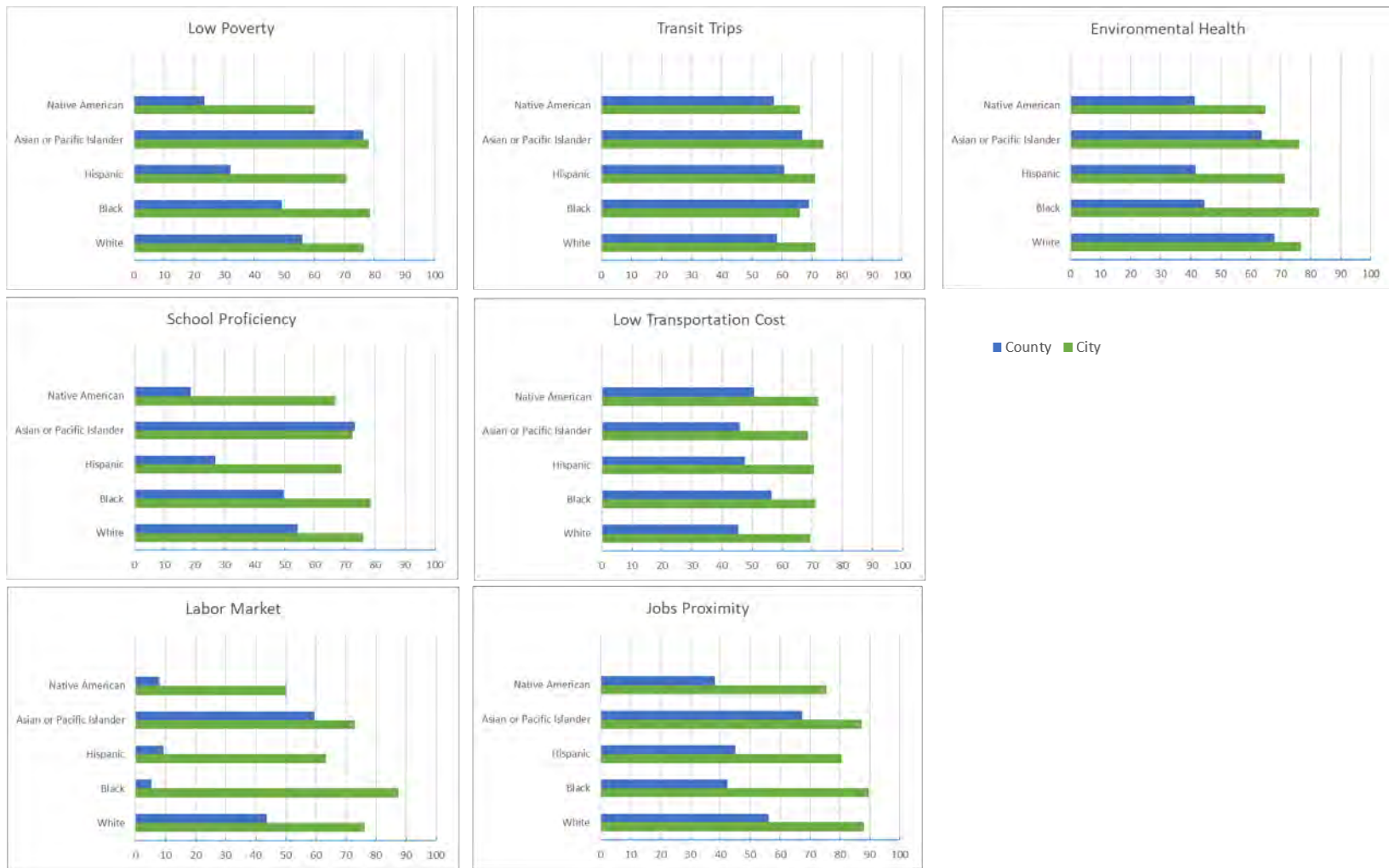
<sup>17</sup> The extent of Highest Resource tracts adjacent to Low Resource tracts is not unique to Monterey County; other areas of California such as Inyo County, Siskiyou County, and Humboldt County appear to have few tracts classified as High or Moderate Resource. All these areas are some of the least densely populated areas in California, containing large amounts of wilderness and small towns. Nationally protected areas within Monterey County include Los Padres National Forest, Pinnacles National Park, Salinas River National Wildlife Refuge, and Ventana Wilderness. Additionally, along the coast, there are many marine protected areas. These protected spaces give great access to environmental opportunity but may limit access to employment and education.

**Chart D-8: Opportunity Indices, Population Above Poverty Level**



Source: HUD, AFFHT0006 Table 12, July 2020

Chart D-9: Opportunity Indices, Population Below Poverty Level



Source: HUD, AFFHT0006 Table 12, July 2020

## Economic Opportunity

According to California Employment Development Department Local Area Unemployment Statistics (LAUS), Monterey experienced an unemployment rate of 4.5 percent in 2021. While this rate is a 51.3 percent decrease from unemployment rates in 2010, it is a 78.3 percent increase from the 2019 unemployment rate (2.5 percent). Monterey's significant increase in unemployment in 2020 is likely due to the impacts of the COVID-19 pandemic.

According to ACS 2019 five-year estimates, there were 13,939 persons in the labor force in the City of Monterey in 2019. The largest industry sector represented among the City's working residents is Health and Educational Services (26 percent), which is a greater share of the workforce represented in the industry compared to the County (19.9 percent). Financial and Professional Services makes up the second largest group of working Monterey residents (24.1 percent). Compared to Monterey County, the number of residents employed in the Agriculture and Natural Resources industry account for significantly less of the City's employment distribution (2 percent) than that of the County (15.6 percent).

In the City of Monterey, the number of unemployed residents (16 years and over) across all races and ethnicities declined between 2010 and 2020 (see Table D-9) although the share of unemployment by race/ethnicity has shifted with non-Hispanic White residents making up 82.6 percent of all unemployed people. This shift occurred prior to the 2020 pandemic, with 74.2 percent of unemployed people in the City identifying as non-Hispanic White in 2019. As for Monterey County, all race/ethnicities saw decline in unemployment numbers except for the non-Hispanic Two or More Races category between 2010 and 2020. At the County level, the non-Hispanic White group also saw an increase in its share of the unemployed population along with non-Hispanic Asian residents, Other, and Two or More Races between 2010 and 2019. But there was significant shift between 2019 and 2020; the Hispanic or Latino unemployed population changed by 18.8 percentage points to become 40.8 percent of the unemployed population while the non-Hispanic White group went from being 43.6 percent of the unemployed population to only 23.4 percent of it.

**Table D-9: Share of Unemployment by Race/Ethnicity, Monterey County**

Race/Ethnicity	City of Monterey				Monterey County	
	2010	Percent	2019	Percent	2020	Percent
White (Non-Hispanic)	533	50.2%	320	74.2%	437	82.6%
Hispanic/Latino (NH)	235	22.1%	16	3.7%	0	0.0%
Black or African American (NH)	0	0.0%	0	0.0%	0	0.0%
Native American (NH)	13	1.2%	0	0.0%	0	0.0%
Asian (NH)	141	13.3%	46	10.7%	46	8.7%
Native Hawaiian/Other Pacific Islander (NH)	0	0.0%	0	0.0%	0	0.0%
Other (NH)	128	12.1%	0	0.0%	0	0.0%
Two or More Races (NH)	11	1.0%	49	11.4%	46	8.7%
<b>Total</b>	<b>1,061</b>	<b>100.0%</b>	<b>431</b>	<b>100.0%</b>	<b>529</b>	<b>100.0%</b>

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table S2301



Another economic opportunity indicator, JPI (Job Proximity Index) was significantly higher at the City level than the County level, but there was very little variation across race/ethnicity at both levels. Every race/ethnicity scored between 80 and 90 in the City, and 45 and 60 in the County above poverty (see Chart D-9).

As discussed in the Housing Needs Assessment, the industries employing the greatest number of City residents include Health and Educational Services (26.0 percent), Financial and Professional Services (24.1 percent), and Arts, Entertainment, Accommodation, and Food Services (15.9 percent). Compared to the County, the Agricultural and Natural Resources industry is much smaller in the City (15.6 percent compared to 2.1 percent). The City of Monterey in 2017 had the greatest number of jobs in the County followed by Salinas, Seaside, and Carmel-by-the Sea.<sup>18</sup> Examples of its largest employers include the Monterey Bay Aquarium, Community Hospital/Montage, Defense Language Institute, and Naval Postgraduate School, Monterey Peninsula College and the City of Monterey. . Nearby, Pebble Beach Resorts in Pebble Beach, Natividad Medical Center, Premium Packing Inc., and Growers Co. in Salinas, and the US Department of Defense in Seaside are noted as top employers in the County by the State of California Employment Development Department.

The City of Monterey is located about two hours by car from San Francisco and closer to an hour from San Jose, without traffic. Within the City, there is a free trolley with stops in the downtown area and a regional transit system Monterey-Salinas Transit. It is possible to go as far as Watsonville to the north and Paso Robles to the south. The route follows Highway 101 with stops in Chualar, Gonzales, Soledad, Greenfield, King City, San Lucas, San Ardo, and Bradley. Additionally, there is a route through Carmel and to Salinas with stops in other nearby cities such as Sand City, Marina, Castroville, Moss Landing, Las Lomas, and Pajaro. In total there are seven bus lines.

Map D-18 shows economic opportunity scores in the City of Monterey are mostly high in all census tracts except for one identified as having a less positive economic outcome. The Monterey Presidio (an active military base) is located within this tract and is its primary use. Access to this area and most of the tract is restricted to those with proper Department of Defense credentials. Stationed units live on the base. Although the State flags this as a tract with a less positive economic outcome, military bases typically have strong economic outcomes because of military activities that attract people from outside of the region and even State for its opportunities. The city partners with the DOD with an Intergovernmental Support Agreement which provides an economic boost for the local economy.

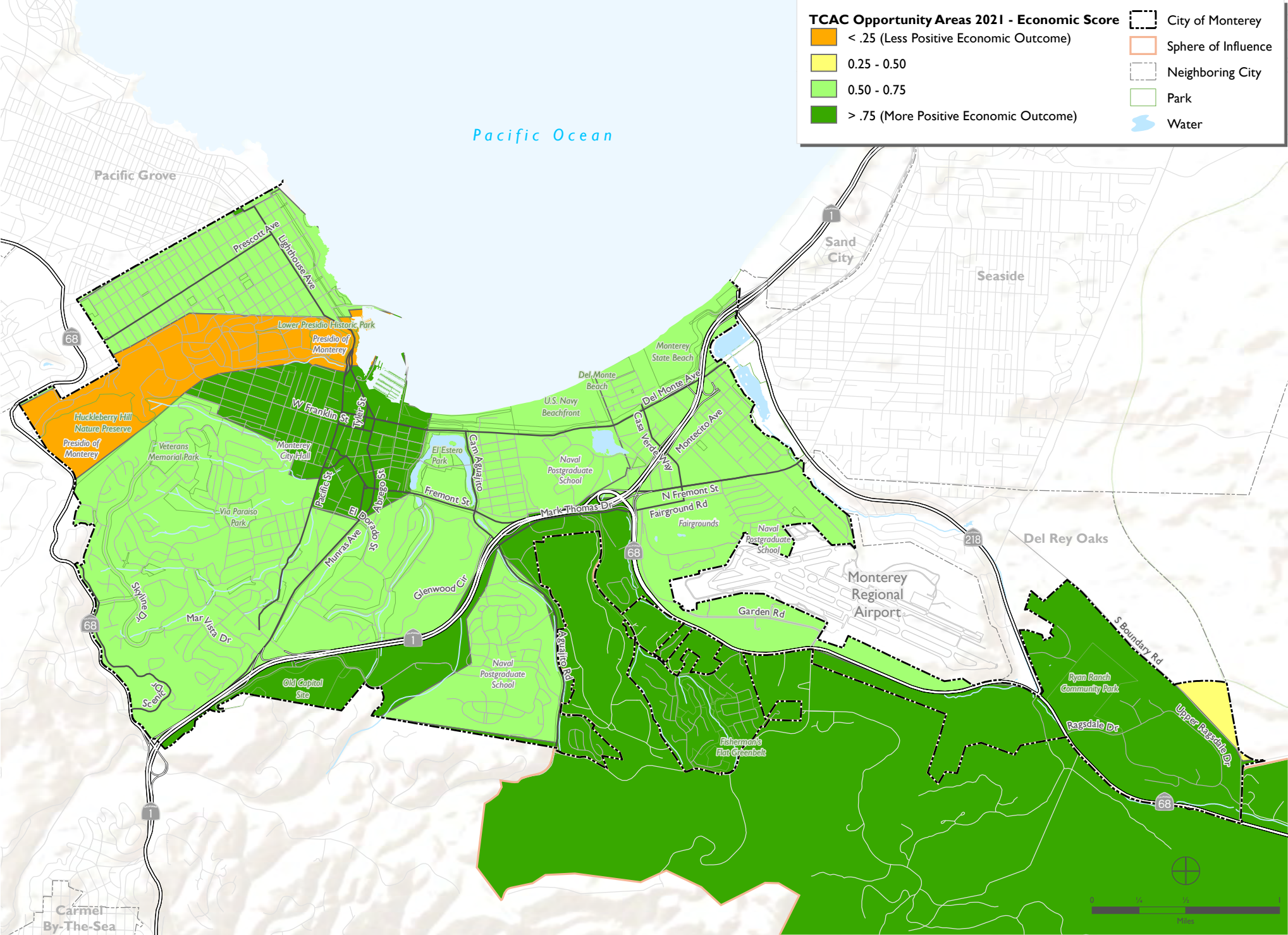
There are existing groups working to improve access to economic opportunity in the City of Monterey and the greater Monterey Bay region. The Monterey Bay Economic Partnership is a nonprofit membership organization consisting of public, private, and civic entities located throughout the Counties of Monterey, San Benito, and Santa Cruz. Their Workforce Development Initiative partners with the region's major educational institutions to provide people looking for work with resources. For example, they provide a program called Hospitality 2 Health, a web-based resource to assist hospitality workers transition into careers at senior living communities and skilled nursing facilities in the region. The Cal Coastal Small Business Development (CCSBD) Center promotes the development, growth, and success of small businesses and aspiring entrepreneurs in Monterey and San Benito Counties. As a branch of the Central California Small Business Development Center, it helps businesses start, grow, and succeed in the region. CCSBD offers workshops, trainings, and classes for businesses, entrepreneurs, and individuals. Although they do not offer grants or loans, they do work closely with financial partners who offer a variety of loan programs, as well as other regional and community funding sources. In addition to support for small businesses, they also provide workforce development services.

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<sup>18</sup> Monterey Scorecard, September 2017. Available:

<https://www.co.monterey.ca.us/home/showpublisheddocument/58216/636457222327600000>

# D-18:TCAC Opportunity Areas, Economic Score, City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; TCAC, 2021; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

No group scored a sizably smaller or greater amount than another in Labor Market Index (LMI) scores. Within the City of Monterey, non-Hispanic Asian or Pacific Islander residents above poverty have the highest Labor Market Index (LMI) score (71.7) by a small margin over all other groups. Black residents have the lowest score (60.86). Comparatively, Monterey County has a greater range of scores with Hispanic or Latino residents having the lowest (29.63) and non-Hispanic White residents having the highest (60.65). Overall, the scores in the City are higher than in the County (see Charts D-8 and D-9).

No group scored a sizably smaller or greater amount than another in Job Proximity Index (JPI) scores. For those above the poverty level, job proximity is very similar among all races/ethnicities in the City. For those below poverty level, there is more variation between groups with Native American residents experiencing the lowest JPI score (75.6) and Black or African American residents experiencing the highest (89.6).

All groups in the County had lower JPI than those in the City and non-Hispanic White and Asian residents in the County had higher JPI scores than other groups (for those both above and below poverty). This reflects the concentration of these groups in the northern part of the County where many of the employment centers are also located. Since Monterey is in the north, the groups concentrated there relative to the rest of the County are going to be in closer proximity to jobs.

Because there is no overconcentration of a disabled population in the City, their ability to obtain a job should not be impacted by where they live as a group (see Map D-5).

The tracts with an overconcentration of female-headed households were classified as having a More Positive Economic Outcome for its Opportunity Area Economic Score (see Map D-7), indicating this protected group is not affected economically by its concentration.

As shown in Table D-9 above, unemployment among non-White groups in the City is lower than unemployment among non-Hispanic White residents. The County has lower unemployment among non-White groups than the City. The only group in the City with an increase in its share of the unemployed population between 2010 and 2019 was those who identified as two or more races, such as mixed-race Americans (1.0 percent to 11.4 percent), otherwise the share of non-White unemployment has lessened over time. Living in the City of Monterey as a non-White worker does not indicate you will have less of an ability to get a job than a non-Hispanic White worker.

## **Educational Opportunity**

The County's 24 school districts serve approximately 78,000 students. Monterey Peninsula Unified School District (MPUSD) serves around 9,800 students. There are ten elementary schools, two middle schools, and four high schools. Additionally, there are two charter schools (International School of Monterey, Seaside and Learning for Life, Marina). Within the City of Monterey there is one public high school and two public elementary schools. Table D-10 summarizes test score results from the 2021-2022 Smarter Balanced assessments of math and English Language Arts (ELA), which forms part of the State's California Assessment of Student Performance and Progress (CAASPP). The proportion of students who meet or exceed standards in ELA or math in City of Monterey is higher than in Monterey County, but lower than in the State. Student success by race and ethnicity is unevenly distributed in Monterey Peninsula Unified (Table D-11). As shown in Table D-11 and D-12. Monterey High School has higher test scores compared to the rest of MPUSD. However, at both MPUSD and Monterey High School, non-Hispanic White, Filipino, and Asian students have higher scores than Hispanic or Latino and Black students. As shown in Table D-13, between the two elementary schools, Monte Vista scores marginally higher in both math and reading.

**Table D-10: CAASP Scores**

<i>District/Region</i>	<i>Percent Met or Exceeded Standard</i>	
	<i>English Language Arts</i>	<i>Mathematics</i>
State of California	47.1%	33.4%
Monterey County	31.1%	9.0%
Monterey Peninsula Unified	37.9%	21.4%
Monterey High School	72.6%	32.3%

Source: California Department of Education, CAASPP, Smarter Balanced Summative Assessments, 2021-2022

**Table D-11: CAASP Scores by Race in Ethnicity, Monterey Peninsula Unified**

<i>Race/Ethnicity</i>	<i>Percent Met or Exceeded Standard</i>	
	<i>English Language Arts</i>	<i>Mathematics</i>
White (Non-Hispanic)	58.10%	43.20%
Hispanic/Latino	31.40%	14.80%
Black or African American	32.90%	17.00%
Native American	31.60%	26.30%
Asian	54.60%	41.60%
Native Hawaiian and Other Pacific Islander	32.40%	11.80%
Filipino	57.50%	31.30%
Two or More Races	41.90%	28.00%

Source: California Department of Education, CAASPP, Smarter Balanced Summative Assessments, 2021-2022

**Table D-12: Monterey High School**

<i>Race/Ethnicity</i>	<i>Percent Met or Exceeded Standard</i>	
	<i>English Language Arts</i>	<i>Mathematics</i>
White (Non-Hispanic)	79.6%	44.2%
Hispanic/Latino	63.8%	18.4%
Black or African American	75.0%	18.8%
Native American	n/a	n/a
Asian	80.0%	64.0%
Native Hawaiian and Other Pacific Islander	n/a	n/a
Filipino	94.5%	66.7%
Two or More Races	n/a	n/a

1. n/a when there are fewer than ten students for privacy concerns.

Source: California Department of Education, CAASPP, Smarter Balanced Summative Assessments, 2021-2022



**Table D-13: CAASP Scores, 2022**

<i>Elementary Schools</i>	<i>Percent Met or Exceeded Standard</i>	
	<i>English Language Arts</i>	<i>Mathematics</i>
La Mesa Elementary	64.9%	57.9%
Monte Vista Elementary	49.8%	48.0%

Source: California Department of Education, CAASPP, Smarter Balanced Summative Assessments, 2021-2022

In 2022, MPUSD adjusted its enrollment boundaries due to declining enrollment and school closures. Certain schools were chosen for adjustment in an effort to get them closer to district averages in racial and ethnic balance, as well as those eligible for free and reduced lunch.<sup>19</sup>

Monterey Peninsula College (MPC), a public community college of the California Community College system, is located in the City of Monterey. Other MPC campuses are located in Marina and Seaside. MPC enrolled 6,106 undergraduate students in the 2020-2021 school year. It offers over 100 degree and certificate programs, many of which transfer to four-year colleges and universities. MPC is a Hispanic Serving Institution (I) receiving grants to expand educational opportunities for and improve attainment of Hispanic students. Like most community colleges, MPC does not have on-campus housing.

In the City, 55.7 percent of those 25 or older have a bachelor's degree or higher while in the County 26.7 percent do. In California, 34.7 percent of those 25 or older have at least a bachelor's degree. Relative to the State, the City has higher educational attainment while the County has lower than both.

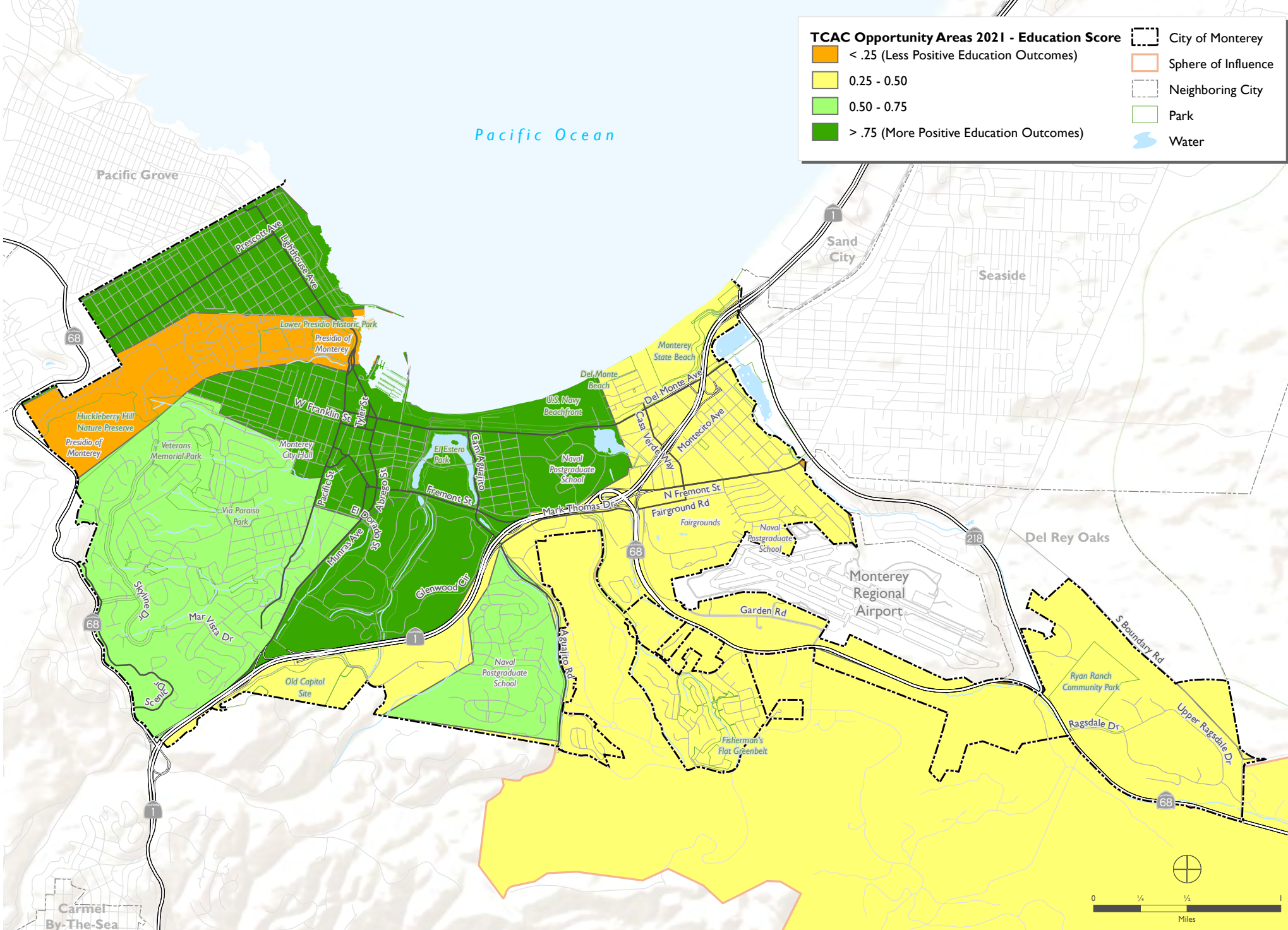
The 2021 TCAC Opportunity Areas education score, which quantifies access to educational opportunity, is provided in Map D-19. The education score is based on a variety of indicators including math proficiency, reading proficiency, high school graduation rates, and student poverty rates. The education scores range from 0 to 1, with higher scores indicating more positive education outcomes. The map depicts the area southeast of California State Route 1 (SR1) (except for the tract surrounding the Naval Postgraduate School), northeast of SR1 and just northwest of SR1 (i.e., Monterey State Beach area) as having lower educational opportunity scores than the rest of the City. The tract containing the Presidio of Monterey is classified as a less positive education outcome tract.

## Transportation Opportunity

In review of opportunity index scores, low transportation cost and transit trips between all races/ethnicities above poverty in the City do not vary greatly. Hispanic or Latino residents had the highest score (68.1) and non-Hispanic White residents had the lowest (63.9). For Transit Trips, Black or African American residents had the highest score (72.7) while Hispanic or Latino residents had the lowest (70.2). For those below poverty, Native American residents had the highest score (72.0) and Asian residents had the lowest (68.6) for Low Transportation Cost. For Transit Trips, Asian residents had the highest score (73.9) and Black residents had the lowest (66.1). Amongst all opportunity index topics, Transit Trips had the greatest similarity between the County and the City.

<sup>19</sup> <https://www.montereyherald.com/2021/12/08/monterey-peninsula-unified-school-district-to-reimagine-attendance-zones-school-sites/>

### D-19: TCAC Opportunity Areas, Education Score, City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placemarks, 2021; TCAC, 2021; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

According to 2019 ACS 5-Year estimates (Table S0802), 9.7 percent of workers below 100 percent of the poverty level, 23.5 percent of workers between 100 to 149 percent of the poverty level, and 66.8 percent of workers at or above 150 percent of the poverty level took public transportation to work. Ninety-one percent of people living in renter-occupied housing units take public transportation to work while nine percent of people in owner-occupied housing units take public transportation to work. Across race and ethnicities, 53.5 percent of non-Hispanic White workers 16 years and over, 7.2 percent of Black or African American workers, 0.0 percent of American Indian and Alaska Native, 13.7 percent of Asian, 0.0 percent of Native Hawaiian and Other Pacific Islander, 1.9 percent of Some Other Race, 12.5 percent of Two or More Race, and 16.7 percent of Hispanic or Latino workers take public transportation.

No racial and ethnic groups in the City of Monterey rely on transit to get to work at a greater rate than others. And as indicated by the Low Transportation Cost and Transit Trip opportunity index scores, there is no pattern or exceptionally low score for a specific group. It seems transit is accessible and not costly for all groups.

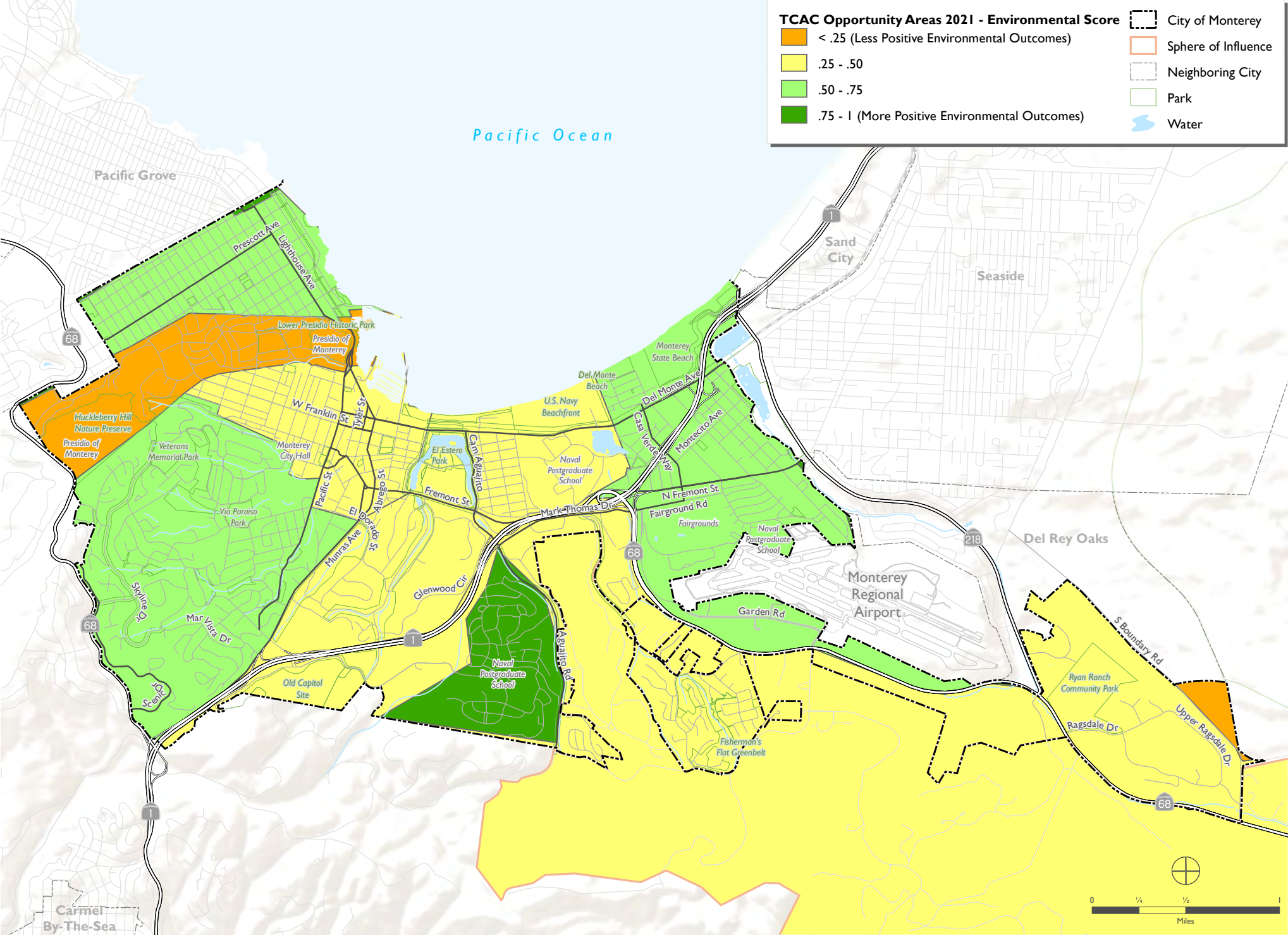
### **Environmental Opportunity**

The environmental opportunity score in the TCAC Opportunity Map is based on CalEnviroScreen 3.0 pollution indicators and values (see Map D-20). The CalEnviroScreen is a mapping tool that helps identify areas in the state that are most impacted by various sources of pollution. The score considers four major indicators: exposure (e.g., air quality, lead risk, etc.), environmental effects (e.g., cardiovascular disease, asthma, etc.), and socioeconomic factors (e.g., poverty, unemployment, etc.). Disadvantaged communities as defined by CalEnviroScreen 3.0 data are only located in the northern part of Monterey County in Salinas and Marina. This correlates with the areas of lowest resources and highest segregation and poverty in the Monterey Bay region. Because the City of Monterey does not have any disadvantaged communities, it is not required to adopt an environmental justice element.

For the population above poverty level in the City, all races and ethnicities scored between 70 and 80 for the Environmental Health index (see Chart D-8) with Hispanic or Latino residents scoring the lowest (73.2) and non-Hispanic White residents the highest (77.0). Among those under the poverty level, Black or African American residents scored the highest (82.8) and Native American residents scored the lowest (65.0) (see Chart D-9). For both those above and under poverty, the County scored lower.

Because there is no overconcentration of a disabled population in the City, their environmental health should not be impacted by where they live as a group (see Map D-5). The tracts with an overconcentration of female-headed households were classified as having a lower environmental health score, but not the lowest (Less Positive Environmental Outcome). Although relative to the rest of the City, this area had a lower environmental health score; it is still an environmentally healthy area relative to the State, scoring in the 34<sup>th</sup> pollution burden percentile as determined by CalEnviroScreen 3.0. Relative to the County, the City has better access to environmental health opportunity than neighboring cities to the northeast such as Seaside, Marina, Castroville, and Salinas, but the area to the south in the Carmel Valley and Big Sur census tracts rank in the best possible environmental health scores (1-5 percentiles for the State). Further south and inland in the County, the census tracts rank between the 35<sup>th</sup> and 55<sup>th</sup> percentiles for the State.

# D-20:TCAC Opportunity Areas, Environmental Score, City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; TCAC, 2021; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



## D.5 Disproportionate Housing Needs & Displacement Risk

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According to HCD's AFFH Guidance Memo, disproportionate housing need "generally refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area." Consistent with HCD guidance, this analysis evaluates disproportionate housing need in Monterey through the assessment of cost burden, overcrowding, and displacement risk. These needs are analyzed within Monterey and compared to Monterey County and the Monterey Bay region when applicable.

### **COST BURDEN AND SEVERE COST BURDEN**

According to the HCD, cost burden is the fraction of a household's total gross income spent on housing costs. There are two levels of cost burden: (1) "Cost Burden" refers to the number of households for which housing cost burden is greater than 30 percent of their income; and (2) "Severe Cost Burden" refers to the number of households paying 50 percent or more their income on housing.

According to 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) estimates, a total of 2,659 households experience cost burden (22.7 percent) while an additional 2,480 households experience severe cost burden (21.1 percent). This means that a little less than half of all households in the city experience some level of cost burden. Of the 5,139 households experiencing some level of cost burden, 1,764 of them are considered moderate- or above-moderate-income and 1,350 of them are considered lower-income. Thus, cost burden is not limited to lower income households. Further, renters are particularly impacted by cost burden, as, unlike homeowners, they cannot build equity with their homes. Renters in the City of Monterey tend to have higher rates of cost burden than owners – for instance, 52.3 percent of all renters experience some level of cost burden while only 30.1 percent of owners do. Rates are further unevenly distributed between renters and race/ethnicity as shown in Chart D-10 and Chart D-11.

As indicated by Map D-21 and Map D-22, cost burden for renters and owners is not evenly distributed geographically and renters are more cost burdened than owners. For renters, areas south, west and northwest of the Monterey Regional Airport and within the US Navy La Mesa Village property south of Highway 1 are tracts with 60 to 80 percent of renters overpaying. In the rest of the City, all tracts have 40-60 percent of renters overpaying. For owners, tracts west and northwest of Highway 1 and along Monterey Bay have 40-60 percent of owners overpaying while more inland tracts have 20-40 percent of owners overpaying.

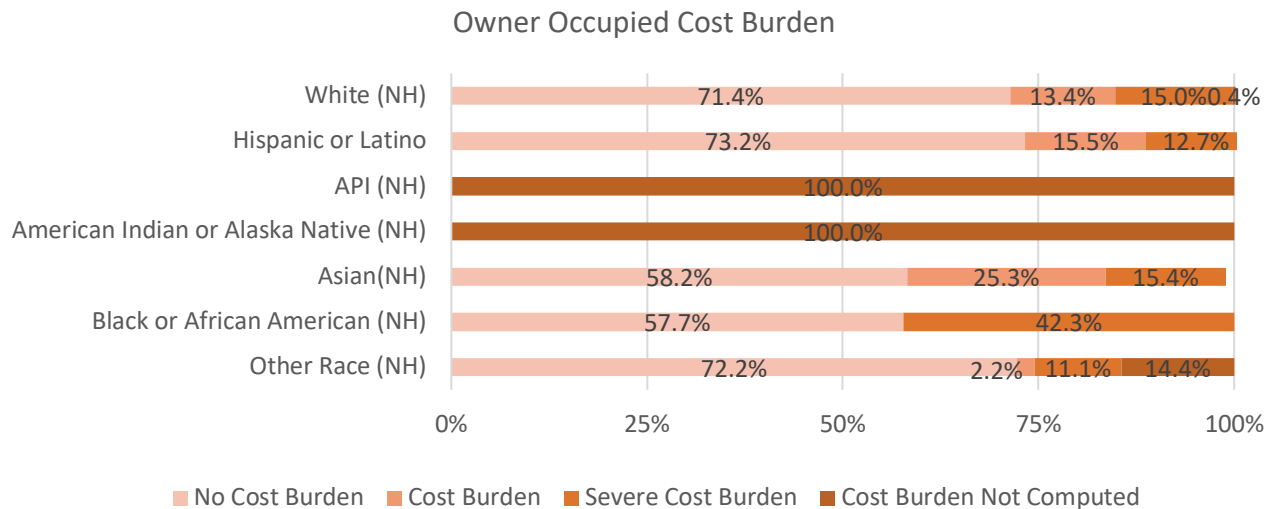
Cost burden is not distributed evenly across race and ethnicity in the City. As seen in Chart D-10, 42.3 percent of Black or African American residents in owner occupied units are severely cost burdened and all other races and ethnicities are between 11.1 and 15.0 percent severely cost burdened (except for American Pacific Islander and American Indian or Native Alaskan which did not have data available). Notably, Asian owners experienced 25.3 cost burden and 58.2 percent no cost burden while the rest of the races and ethnicities experienced greater no cost burden and lower cost burden percentages.

For renter occupied units shown in Chart D-11, every group with data for owner occupied cost burden had lower no cost burden percentages, higher cost burden percentages, and lower severely cost burden percentages. Among renters, American Indian or Alaska Native residents experienced the most severe cost burden at 50.0 percent followed by Asian Pacific Islander residents (42.9 percent), and Hispanic or Latino residents (28.0 percent). The groups experiencing the highest percentages of cost burden were Black or

African American (60.4 percent), Hispanic or Latino (32.0 percent), and White (27.9 percent). Interestingly, Hispanic or Latino owners had the highest no cost burden percentage, but Hispanic or Latino renters had the second lowest no cost burden percentage.

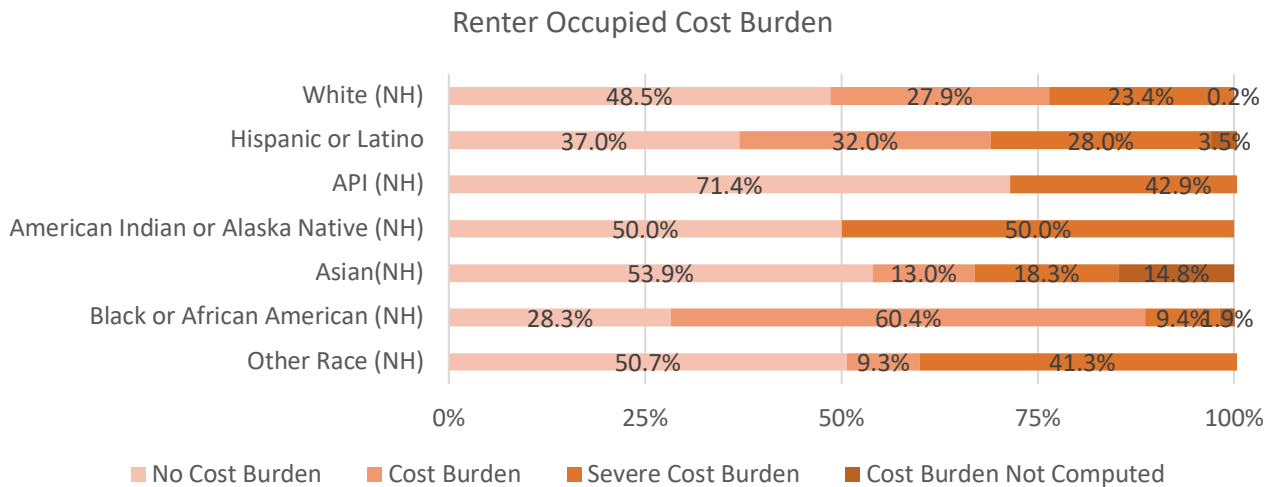
Large families are 2.1 percent more severely cost burdened than all other household types, while 4.5 percent of large families are cost burden, and 10.8 percent of all other household types are cost burden. Tables and charts with a further breakdown of Income by Family Size, Income, and Cost Burden are accessible and discussed in the HSA.

**Chart D-10: Cost Burden for Owner Occupied Housing by Race/Ethnicity, City of Monterey**



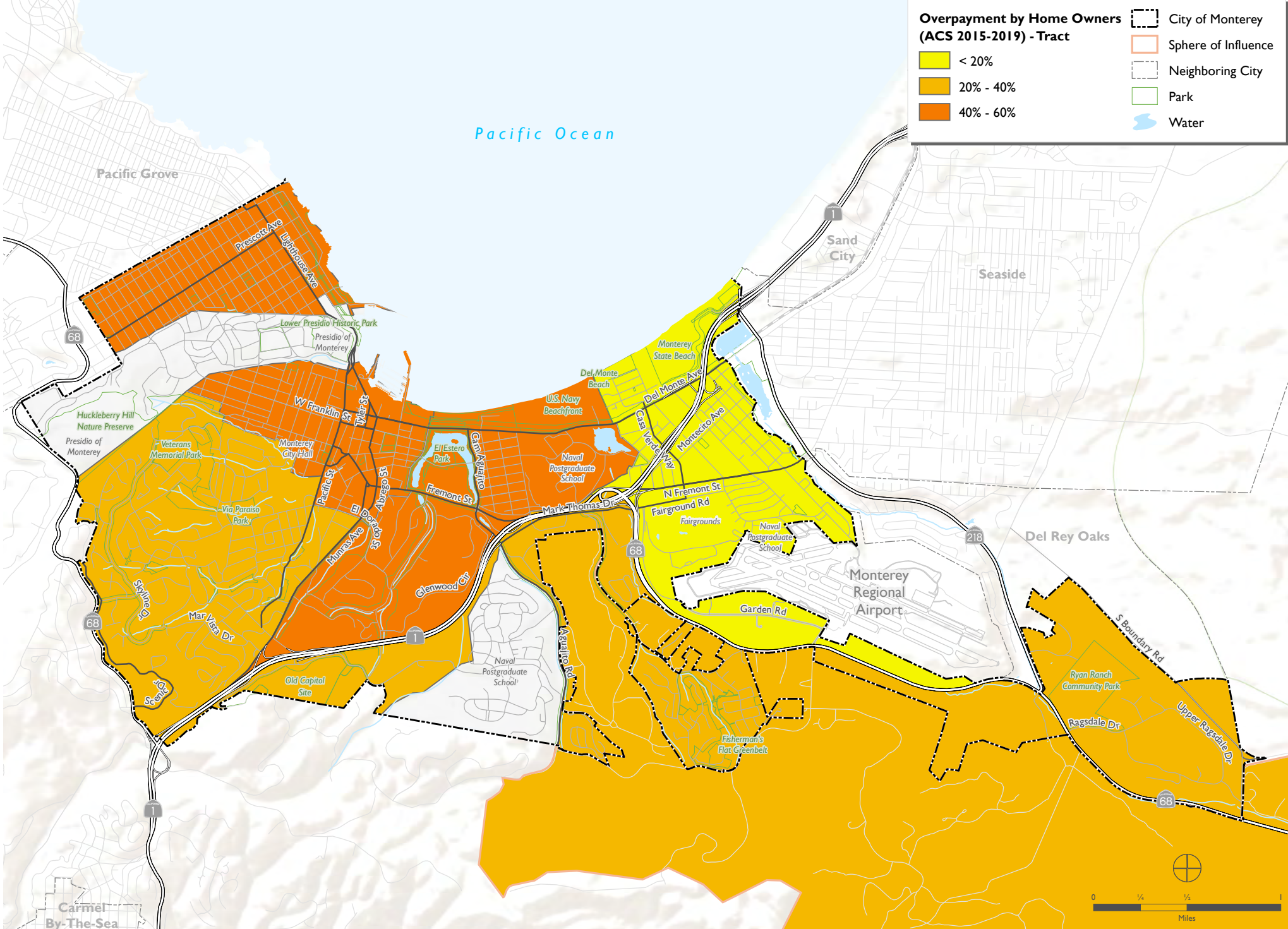
Source: Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019

**Chart D-11: Cost Burden for Renter Occupied Housing by Race/Ethnicity, City of Monterey**



Source: Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019

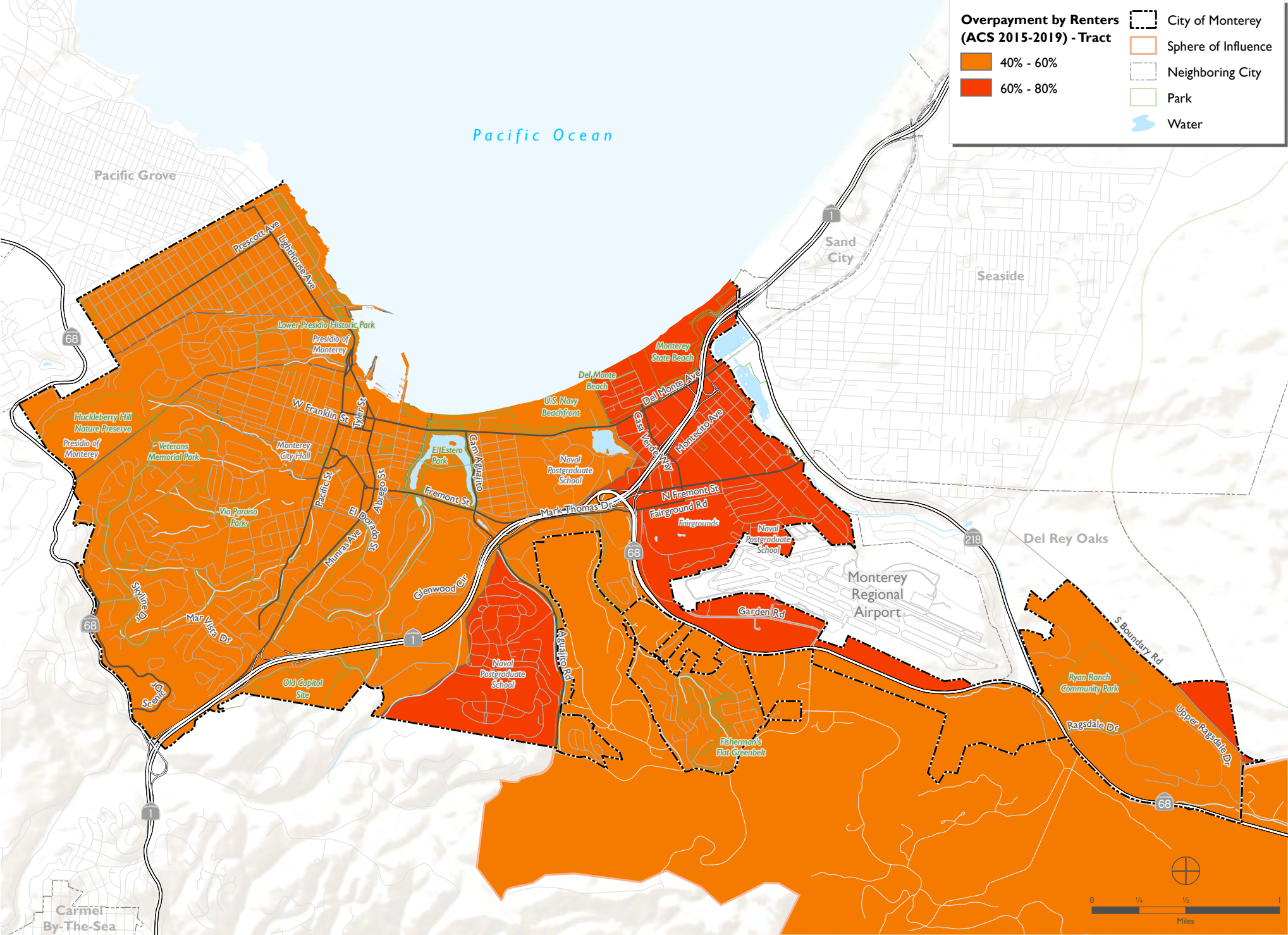
## D-21: Homeowner Cost Burden, City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; American Community Survey (ACS) (2015-2019); City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



# D-22: Renter Cost Burden, City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; American Community Survey (ACS) (2015-2019); City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



## OVERCROWDING

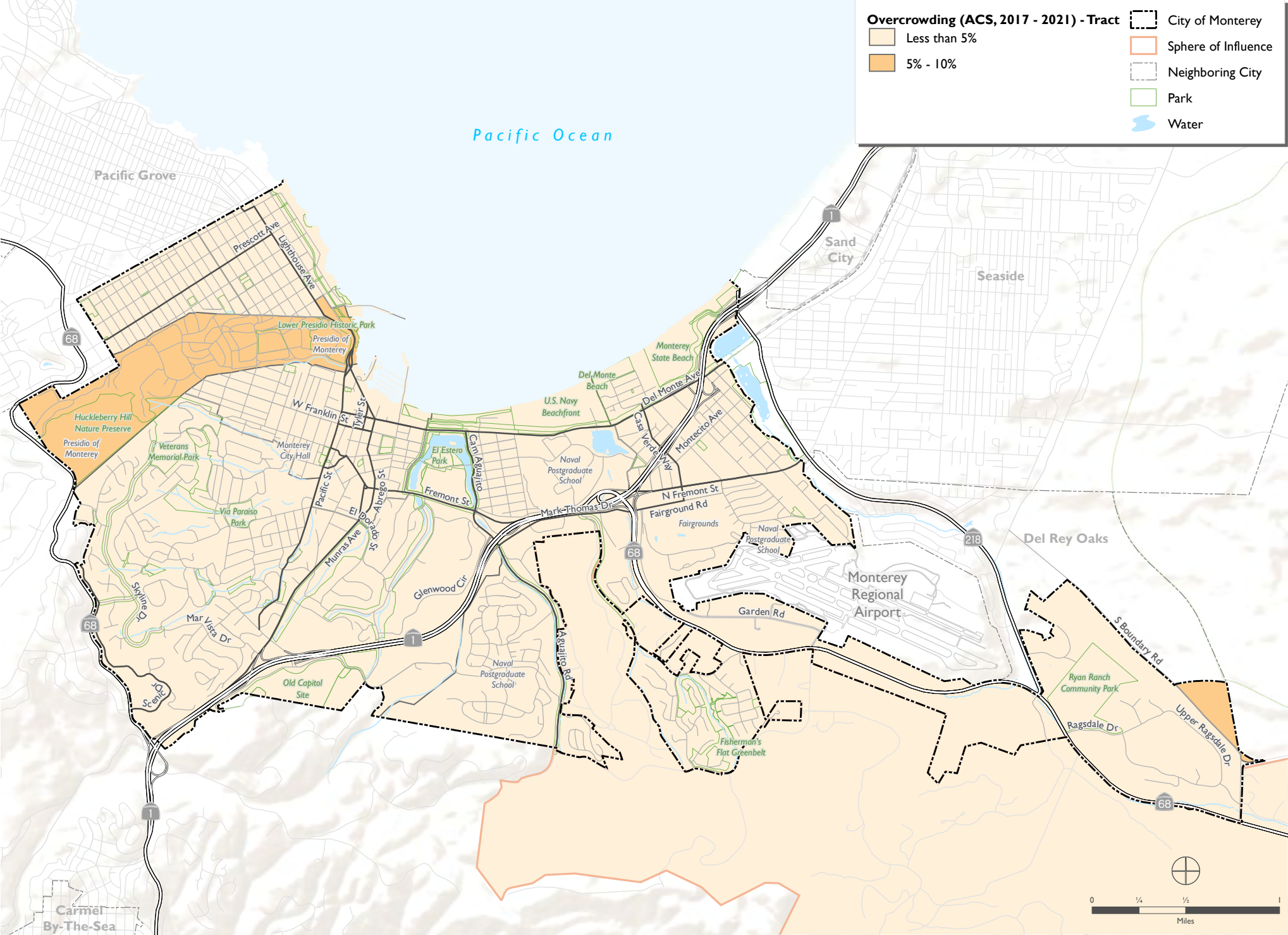
According to HUD, households having more than 1.01 to 1.5 persons per room are considered overcrowded and those having more than 1.51 persons per room are considered severely overcrowded. The person per room analysis excludes bathrooms, porches, foyers, halls, or half-rooms. Map D-23 displays percentages of overcrowding, where less than 5 or 5 to 10 percent of the tract experiences overcrowding as defined by HUD. Although there is no indication by Map D-23 of tracts with over concentrations of overcrowding in the City, nearby cities in Monterey County such as Seaside, Marina, and Salinas have tracts with over concentrations (greater than 20 percent) of overcrowded households. Moving south and inland within the County there are greater concentrations of overcrowded households though. While the City of Monterey is 94.6 percent uncrowded, the County is 86.4 percent uncrowded with eight percent more overcrowded units and 0.3 percent more severely overcrowded units than the City. As indicated by the data and relative to the region, the City overall has low overcrowding but specific groups experience greater overcrowding.

Renters tend to experience overcrowding more often than owners in the City. As discussed in the HAS, about 1.3 percent of renter-occupied households experience overcrowding and 6.55 percent experience severe overcrowding. By contrast less than 1 percent of owner-occupied households experience any level of overcrowding. Typically, in California renters experience higher rates of overcrowding than homeowners because they are more likely to be lower income than are homeowners. Lower-income households in the city (those making less than 80 percent of AMI), generally tend to have higher rates of overcrowding. As discussed in the HAS, among extremely-low-income households (i.e., those making less than 30 percent of AMI) 3.7 percent are considered overcrowded while 5.0 percent are severely overcrowded. Among households making between 31 to 50 percent of AMI and 51 to 80 percent of AMI, 2.4 percent and 3.8 percent are considered overcrowded. This may reflect a lack of both affordable housing and housing to meet the needs of all income levels.

Rates of overcrowding are unevenly distributed by race/ethnicity in the City. Overcrowding is most prevalent among American Indian or Alaska Native, Other Races, and Hispanic or Latinx households as 20.8 percent, 5.3 percent, and 4.5 percent of each group experiences overcrowding, respectively. Overcrowding rates are comparable for non-Hispanic white households (2.65 percent), Black or African American households of any ethnicity (1.26 percent), and for Asian households (0.81 percent) (see 2015-2019 Comprehensive Housing Affordability Strategy).

Large families, defined as households of five or more related individuals, are a special need category under State law because they are at higher risk for overcrowding if the jurisdiction's housing stock doesn't have sufficient larger units with an adequate number of bedrooms. More large families in the City of Monterey rent than own. As shown in Table A-20 in the 2015-2019 Comprehensive Housing Affordability Strategy, the 2019 American Community Survey reported 109 owner-occupied households and 395 renter-occupied households with 5 or more persons in the City. Most of the households (77.0 percent) were occupied by one or two people and only 4.1 percent were occupied by large families. Of the population, 2.6 were owners in a large family and 4.9 were renters in a large family. The higher rate of renting than owning homes for large families could indicate the families do not have the income to own a large enough home. In comparison to surrounding jurisdictions, the City of Monterey has a much smaller proportion of large family households than Monterey County (19.7 percent).

# D-23: Overcrowded Households, City of Monterey



Data Source: ACS, 2017 - 2021; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

## SUBSTANDARD HOUSING

As defined by the U.S. Census, there are two types of substandard housing problems: (1) Households without hot and cold piped water, a flush toilet and a bathtub or shower; and (2) Households with kitchen facilities that lack a sink with piped water, a range or stove, or a refrigerator. Table D-14 shows under less than 2 percent of households experienced any substandard housing problems. Estimating the number of substandard units can be difficult, but the lack of certain infrastructure and utilities can often be an indicator of substandard conditions. According to the City's 2015-2023 Housing Element, there are approximately 880 housing units experiencing serious deterioration, 2,140 in decline, and 4,830 will require maintenance, though not immediately urgent.

**Table D-14: Monterey Substandard Housing Issues, 2020**

Building Amenity	Owner		Renter	
	Number	Percent	Number	Percent
Incomplete Kitchen Facilities	8	0.2%	83	1.0%
Incomplete Plumbing Facilities	49	1.2%	0	0.0%
No telephone service available	0	0.0%	52	0.6%

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25053, Table B25043, Table B25049

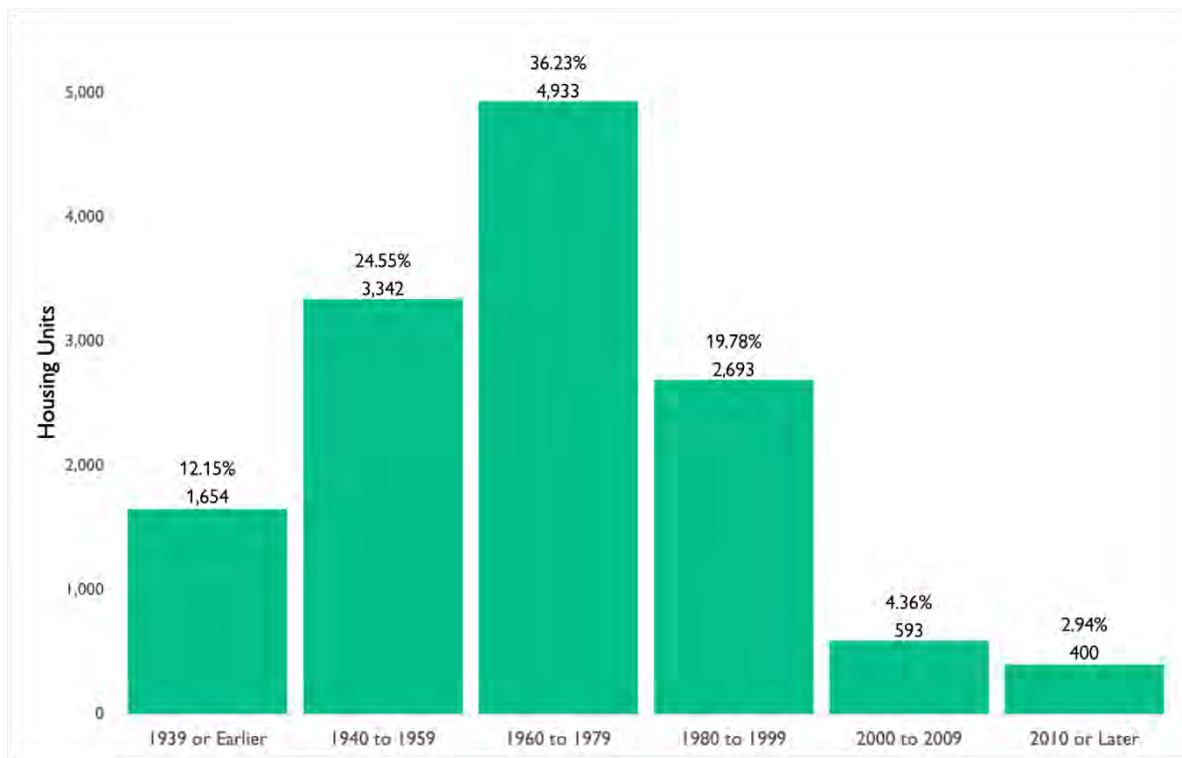
A high proportion of older buildings, especially those built more than 30 years ago, may indicate that substantial housing conditions are an issue. Housing is considered substandard when physical conditions are determined to be below the minimum standards of living, as defined by Health and Safety Code section 17920.3. A building is considered substandard if any of the following conditions exist:

- Inadequate sanitation
- Structural hazards
- Nuisances
- Faulty weather protection
- Fire, safety or health hazards
- Inadequate building materials
- Inadequate maintenance
- Inadequate exit facilities
- Hazardous wiring, plumbing or mechanical equipment
- Improper occupation for living, sleeping, cooking, or dining purposes
- Inadequate structural resistance to horizontal forces
- Any building not in compliance with Health and Safety Code section 13143.2

In the City of Monterey, about 72.9 percent of the housing stock was constructed prior to 1980 and is over 40 years old. About 7.3 percent of the housing stock has been constructed since 2000, with only 2.9 percent constructed since 2010 (see Chart D-12). As discussed in the 2015-2019 Comprehensive Housing Affordability Strategy in Table A-32, about 0.2 percent of owners lack complete kitchen facilities while 1.0 percent of renters do. Further, approximately 1.2 percent of owners lack complete plumbing facilities while

0 percent of renters do. In total, there are 49 occupied housing units with incomplete plumbing facilities and 91 units with incomplete kitchen facilities.

**Chart D-12: Age of City of Monterey Housing Stock, 2020**



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2016-2020), Table B25034

Any household living in substandard conditions is considered in need of assistance, even if they are not actively seeking alternative housing arrangements. As noted in Chart D-12, the portion of older housing units in Monterey, about 72.9 percent of the housing stock was constructed prior to 1980 and is over 40 years old. Approximately 75 percent of all units built before 1979 could potentially contain lead-based paint, which may pose a human health hazard.<sup>20</sup>

## HOMELESSNESS

Individuals and families who are unhoused have perhaps the most immediate housing need of any group. They also have one of the most difficult sets of housing needs to meet, due to both the diversity and complexity of the factors that lead to homelessness, and to community opposition to the siting of housing that serves homeless clients. Homelessness is a countywide issue that demands a strategic, regional approach that pools resources and services. A common method to assess the number of homeless persons in a jurisdiction is through a Point-in-Time (PIT) Count. The PIT Count is a biennial census of sheltered and unsheltered persons in a Continuum of Care (CoC) completed over a 24-hour period in the last ten days of January. The unsheltered PIT Count is conducted annually in Monterey County and is a requirement to receive homeless assistance funding from HUD. The PIT Count does not function as a

<sup>20</sup> Community Development Block Grant 2020-2024 Consolidated Plan & 2020-2021 Annual Action Plan, City of Monterey, 2020.



comprehensive analysis and should be considered in the context of other key data sources when assessing the state of homelessness in a community.

According to HUD, a CoC is a “a community plan to organize and deliver housing and services to meet the specific needs of people who are homeless as they move to stable housing and maximize self-sufficiency. It includes action steps to end homelessness and prevent a return to homelessness.” In Monterey County, Coalition of Homeless Service Providers oversees the CoC Program. According to the 2022 PIT Count, there were 74 sheltered homeless persons and 27 unsheltered persons in the City of Monterey. In addition, the racial/ethnic breakdown of Salinas/Monterey and San Benito County’s homeless population is shown in Table D-15. Those who identify as White (Hispanic and non-Hispanic) represent the largest share of the unhoused population (59 percent) of the county, while Hispanic/Latinx comprise the second largest group (56 percent). Additionally, those identify as Black or African American (Hispanic or Non-Hispanic) are represented disproportionately among the unhoused population as they make up 13 percent of the homeless Monterey County residents, but only 2.6 percent of its overall population.

The racial/ethnic breakdown of Salinas/Monterey and San Benito County’s homeless population is shown in Table A-23 in the 2015-2019 Comprehensive Housing Affordability Strategy. Notably, those who identify as White (Hispanic and non-Hispanic) represent the largest share of the unhoused population (82.6 percent) of the county, while Hispanic/Latinx comprise the second largest group (36.9 percent). Additionally, those who identify as Black or African American (Hispanic or Non-Hispanic) represented disproportionately among the unhoused population as they make up 8.3 percent of the homeless Monterey County residents, but only 2.6 percent of its overall population.

Per HCD's requirements, jurisdictions also need to supplement county-level data with local estimates of people experiencing homelessness. According to the California Department of Education, in Monterey County there were 6,764 reported K-12 students experiencing homeless in the 2017-2018 school year.<sup>21</sup> By comparison, Monterey County has seen a 7.3 percent increase in the population of K-12 students experiencing homelessness since the 2016-17 school year (6,271 students in the 2016-17 school year).

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<sup>21</sup> California Department of Education, California Longitudinal Pupil Achievement Data System (CALPADS), Cumulative Enrollment Data (Academic Years 2016-2017, 2017-2018, 2018-2019, 2019-2020)

**Table D-15: Racial/Ethnic Group Share of General and Homeless Population in Salinas/Monterey and San Benito Counties**

<i>Racial/Ethnic Group</i>	<i>Number of Homeless Population</i>	<i>Percent of Homeless Population</i>
American Indian or Alaska Native (Hispanic and Non-Hispanic)	308	12.81%
Native Hawaiian or Other Pacific Islander (Hispanic and Non-Hispanic)	65	2.70%
Asian (Hispanic and Non-Hispanic)	111	4.61%
Black or African American (Hispanic and Non-Hispanic)	310	12.90%
White (Hispanic and Non-Hispanic)	1,417	58.94%
Other Race or Multiple Races (Hispanic and Non-Hispanic)	193	8.03%
Hispanic/Latinx	1,348	56.07%

Source: U.S. Department of Housing and Urban Development (HUD), Continuum of Care (CoC) Homeless Populations and Subpopulations Reports, 2022

## DISPLACEMENT RISK

Like many places in California, housing costs in the City of Monterey and Monterey County have continued to rise over the last two decades as discussed in the HSA. It is harder to afford to live in the City of Monterey than in Monterey County. In the City, home values are 30 percent more on average than in the County. Between 2010 and 2022, City of Monterey home values increased by 97.1 percent (Zillow Home Value Index). Three-bedroom units have seen the highest increase in value, increasing by 100.2 percent in a ten-year period. The highest value housing type in Monterey is a five-bedroom or greater housing unit at \$2,271,239. The typical home in the City of Monterey is a \$1,130,600 four-person, three-bedroom unit. A serious affordability gap exists, with housing only affordable to households earning 100 percent of AMI.

UC Berkley's Urban Displacement Project (UDP) defines residential displacement as "the process by which a household is forced to move from its residence or is prevented from moving into a neighborhood that was previously accessible to them because of conditions beyond their control." As part of this project, the research has identified populations vulnerable to displacement (named "sensitive communities") in the event of increased redevelopment and drastic shifts in housing cost. They defined vulnerability based on the share of low-income residents per census tract and other criteria share of renters above 40 percent; share of people of color more than 50 percent; share of low-income households severely rent burdened; and proximity to displacement pressures. Displacement pressures were defined based on median rent increases and rent gaps.

As housing costs increase, this gap may expand and subject lower-income households to displacement pressures that have otherwise been absent or relatively low in the city. Communities of color may be particularly impacted by this dynamic. The University of California Urban Displacement Project (UDP) has provided "sensitive communities" typologies to quantify the risk of displacement within a community. Sensitive communities are those with populations vulnerable to displacement in the event of increased redevelopment and drastic shifts in housing cost. As shown in Map D-24, two tracts in the city are considered vulnerable, adjacent to each other in the middle of the Monterey along the bay. These tracts are in "hot markets" and their rents are on average lower than rents in nearby tracts.

In addition to the sensitive communities typology, UDP has also produced displacement typologies that more precisely describe the risk of displacement based on 2019 ACS data. The California Estimated Displacement Model (EDR) identifies varying levels of displacement risk for low-income renter households in all census tracts in California. Displacement risk means that in 2019 a census tract had characteristics which, according to the model, are strongly correlated with more low-income renter population loss than gain. In other words, the model estimates that more low-income households left these neighborhoods than moved in. As presented in Map D-25, the City has one tract identified as Probable Displacement. Meanwhile, parts of some nearby cities such as Del Monte and Sand City are classified as at risk of Probable Displacement and Seaside is classified as High Displacement. Because the model uses 2015-2019 data, the correlations between tract characteristics and low-income renter population loss are only based on this period. Tracts are assigned to one of the following categories:

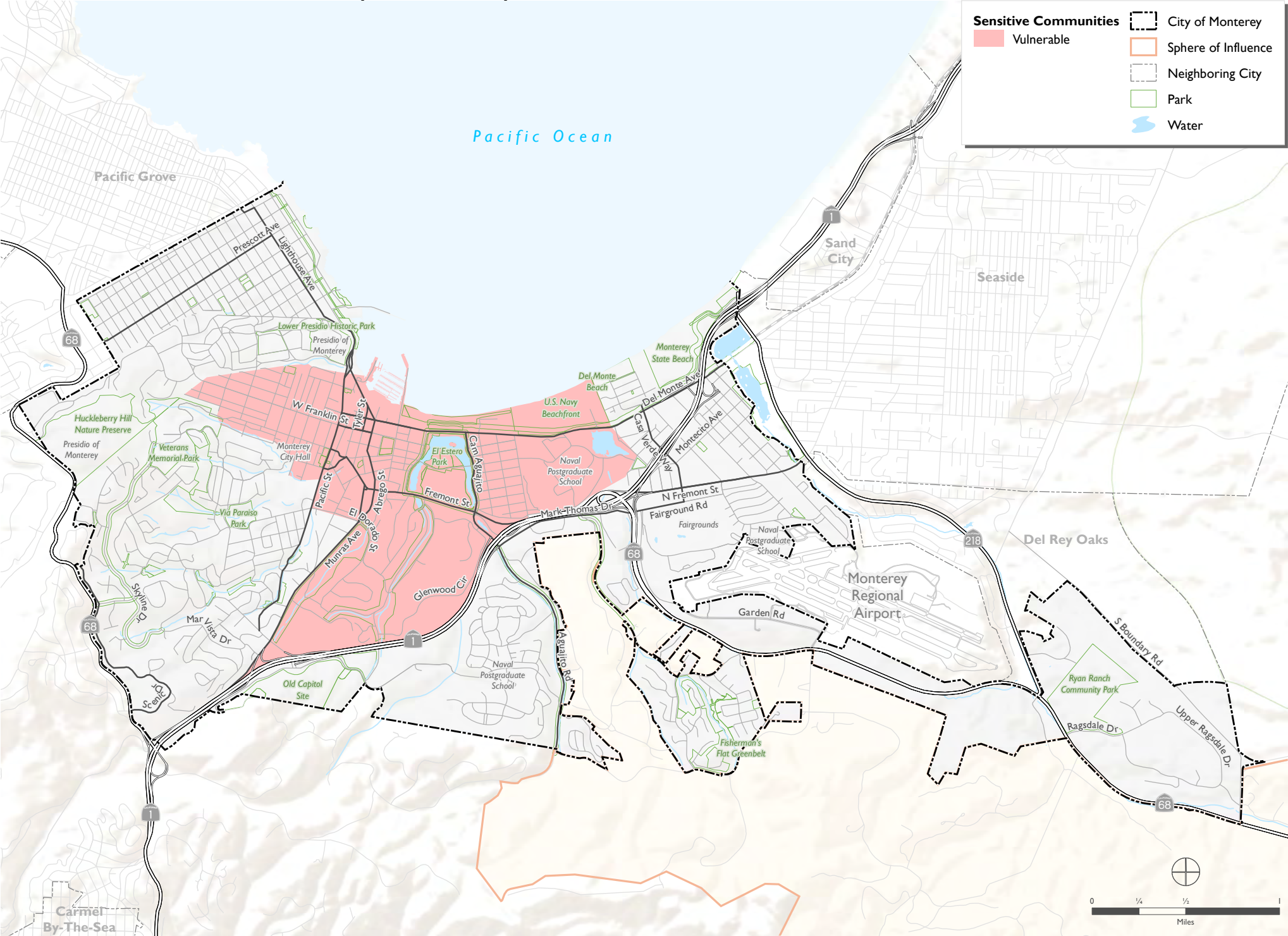
- **Low Data Quality:** the tract has less than 500 total households or the census margins of error were greater than 15% of the estimate (shaded gray).
- **Probable Displacement:** the model estimates there is potential displacement of the given population in these tracts.
- **Elevated Displacement:** the model estimates there is a moderate amount of displacement (e.g., 10%) of the given population.
- **High Displacement:** the model estimates there is a relatively high amount of displacement (e.g., 20%) of the given population.
- **Extreme Displacement:** the model estimates there is an extreme level of displacement (e.g., greater than 20%) of the given population.

As shown in Map D-24 and Map D-25, one of the two tracts identified by UDP as a “sensitive community” is also identified as a tract at “at risk of displacement”. Therefore, there is an existing concentration of displacement risk in the City of Monterey and it is located along the bay in two tracts.

According to HCD, the conversion of federally- and -state-subsidized affordable rental developments to market-rate units can constitute a substantial loss of housing opportunity for low-income residents. There are approximately 149,000 units of privately owned, federally assisted, multifamily rental housing, as well as tax-credit and mortgage revenue bond properties, often with project-based rental assistance. As the subsidy contracts or regulatory agreements expire, a large percentage of these units may convert to market-rate. These at-risk units are home to seniors and families with low incomes who are at risk of displacement if the developments convert.

Most affordable units in the County are at low risk of conversion, there are 64 units (0.09 percent) at moderate risk, 345 units (5.34 percent) at high risk, and 0 units (0 percent) at very high risk. There are no assisted units with covenants expiring within the planning period; however, there are 117 subsidized rental housing units in the City at risk of conversion to market rate within ten years of the planning period.

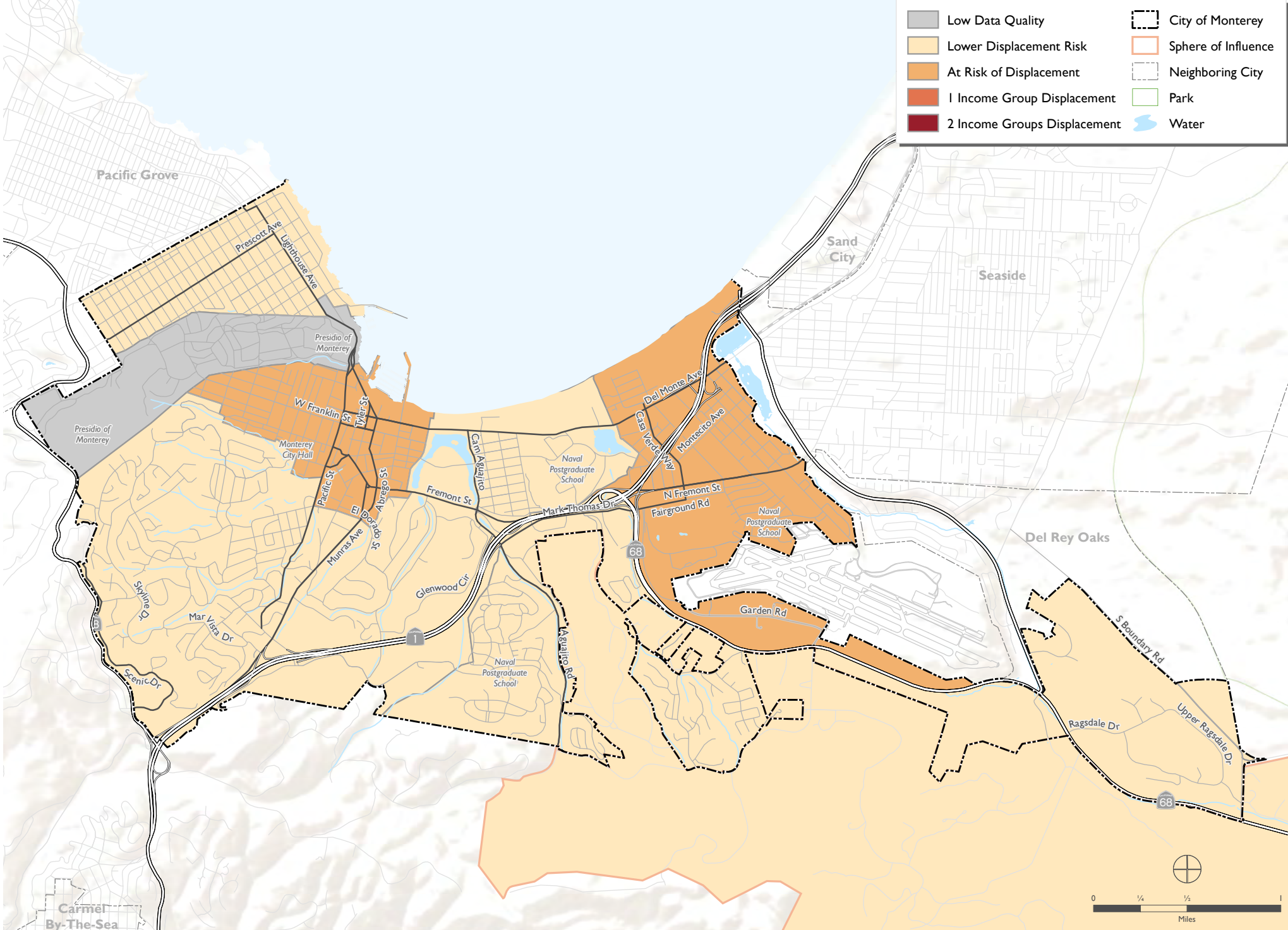
# D-24: Sensitive Communities, City of Monterey



Data Source: Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; UC Berkeley Urban Displacement Project; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.



## D-25: Overall Displacement Risk, City of Monterey



Data Source: California Urban Displacement Project, 2022; Affirmatively Furthering Fair Housing Data and Mapping Resources, Housing and Community Development, California, 2021; Placeworks, 2021; American Community Survey (ACS) (2015-2019); City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

Much of the protection for displacement in the City of Monterey comes from State law. All multifamily units in the City are protected by the State's Tenant Protections Act of 2019 (AB 1482), which includes an annual rent cap and just-cause protections. The City does not have any additional local rent stabilization or just-cause eviction policies in place.

Natural hazards in California can also cause significant displacement, and some communities are at greater risk than others. As described below, Monterey is at relatively high risk to several natural hazards due to its proximity to forested areas, multiple fault lines, and bodies of water.

### **Earthquake**

The central California coast has a history of damaging earthquake, primarily associated with the San Andreas fault, which runs through the southeastern portion of the County for about 30 miles. The County has had 429 earthquakes since 1900 and 67 earthquakes since 2000 of 4.0 magnitude or higher. According to the 2022 Monterey County Local Hazard Mitigation Plan in the event of a major earthquake, all single and multifamily structures in the City of Monterey are susceptible to earthquake impacts to varying degrees. There are 435 residential properties at risk for high liquefaction and 288 properties at risk for moderate liquefaction.

### **Flood**

Coastal flooding in Monterey County is generally associated with Pacific Ocean storms in the months of November through February. In conjunction with high tides and strong winds, coastal flooding can be a significant hazard. In the City of Monterey, seven properties are in a 100-year flood zone and 64 properties are located in a 500-year flood zone.

### **Wildfire**

The State classifies Fire Hazard Severity Zones (FHSZ) into three classifications: moderate, high, and very high. As shown on Map 2-2, areas in the south and southwest of Monterey are classified as Very High Fire Hazard Severity Zones. Areas at risk of burning are correlated with areas considered to be wildlands or area with wildland type vegetation that are generally not intensely developed. In the case of a fire in a high fire threat area, 97 residential properties would be affected while in the case of a fire in a moderate fire threat area, 1,593 residential properties would be affected.

### **Climate Change and Sea Level Rise**

Climate change will affect the people, property, economy, and ecosystems in Monterey County. Sea level rise risk exposure in the City was calculated based on the NOAA Office for Coastal Management sea level rise viewer projections. With one foot of sea level rise (2030) one residential property will be impacted, with 3 feet of sea level rise (2060) one residential property will be impacted, and with seven feet of sea level rise (2100) 15 residential properties will be impacted in the City.

### **Landslide**

Areas with high landslide susceptibility could lose 21 residential properties while areas with moderate landslide susceptibility could lose 679 residential properties.

### **Tsunami**

The City is in a mapped tsunami inundation zone. In the inundation zone, 268 residential properties are at risk in the City.



**APPENDIX**

# **PROGRESS REPORT UPDATE**

## Appendix – E Fifth Cycle Housing Element Accomplishments

This Appendix details the City of Monterey's achievements in implementing the goals, policies, and programs from the 2015–2023 Housing Element. The City made significant progress in addressing housing needs through the development of new units, including units affordable to lower-income and special needs households. A summary of accomplishments by goal and a complete review of the City's progress in implementing 2015–2023 policies and programs is provided in Table E-1.

### E.I Effectiveness of Programs for Special Housing Needs

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Special needs populations include farmworkers, large families, female-headed single parent households, people experiencing homelessness, persons with disabilities, seniors, households with extremely low incomes. As shown in greater detail in Table E-1, the City made a diligent, consistent effort to achieve its housing goals that address special housing needs through the implementation of policies and programs from the 2015–2023 Housing Element. Following is a summary of the effectiveness of programs for special housing needs:

- In 2019, MidPen completed an 100% affordable project, the Van Buren Senior Housing project, with 19 rental units of which 18 rental units are affordable to very low- and low-income seniors at 669 Van Buren Street behind the City's Police Station.
- In 2020, the City issued an RFP for 100% affordable housing developments on City owned sites at 587 and 593 Van Buren Street and 424 and 450 Madison Street. The City Council entered into an exclusive negotiating agreement with MidPen Housing and in 2022, the City authorized a loan for this project (Madison Street project). The City also received a Permanent Local Housing Allocation grant award for this project in 2021 year in the amount of \$116,419 of which 65% of the grant funds can be used for predevelopment costs related to affordable housing development.
- The City provided emergency repair assistance to 22 low- and moderate-income households between 2018 and 2022. 54 total households received rehabilitation assistance between 2018 and 2022 aimed at low-income population, which on average was more than double the objective to assist 5 households per year. 26 total households received assistance under the "Mr. Fixit" program to support low-income type residents owning single-family homes.
- Between 2021 and 2022, the Housing Programs Office spent \$1.9 million on housing programs, including support of public services, public facilities improvements, and



rehabilitation of non-profit owned facilities used to provide services to the disadvantaged, preservation of existing affordable ownership units, and housing rehabilitation grants. \$127,000 was distributed to low-income homeowners for health and safety rehabilitation grants and loans. Public services were provided to 1,714 low- and moderate-income households and individuals including services for seniors, persons with disabilities, homeless persons, youth and families. In addition, over 500 below market rate, deed restricted affordable rental and ownership housing units. Were maintained, administered and monitored.

- To support people experiencing homelessness and persons with disabilities City amended its Zoning Code to:
  - Allow emergency shelters as a permitted use in a variety of commercial districts throughout the City;
  - Define and explicitly allow both supportive and transitional housing types in all zones that allow residential uses and treat these housing types the same as all other housing types in the same zone;
  - Provide individuals with developmental disabilities reasonable accommodation rules, policies, practices, and procedures that may be necessary to ensure equal access to housing; and,
  - Ensure that ADA regulations and needs are met in all projects.
- The City restarted the Down Payment Assistance Program in 2020 and issued 1 new Down Payment Assistance loan for \$50,000 to a qualified buyer through the City's Purchase and Resale Program, which supports low-income residents that live and/or work in the City of Monterey. In 2022, two new Down Payment Assistance loans, one totaling \$36,750 and the second totaling \$35,560, were given to qualified buyers through the City's Purchase and Resale Program.
- The City purchased and resold 16 total units through the Purchase and Resale Program between 2019 and 2022 to support low-income residents.
- Two housing projects at 2200 North Fremont Street and 595 Munras were granted a streamlined permitting process. 595 Munras was completed and includes units affordable to low-income population. 2200 North Fremont Street is under construction and expected to open during the 6<sup>th</sup> Cycle Housing Element.

## E.2 Key Actions

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Following is a summary of key actions under each 2015–2023 goal. See Table E-1 at the end of this Appendix for more details.

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

- The City maintains a list of larger developable sites within its specific plans and regularly meets with property owners to determine future housing construction opportunities.

- No single-family properties have been rezoned.
- The minimum lot size for single-family subdivisions on existing R-3 lots was reduced in 2018 to help increase the stock of affordable housing.
- New ADU laws became effective to allow additional units, and the Monterey City Code was amended in 2022 to incorporate the new state ADU laws.

**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.

- Densities have been increased in some specific plan areas to 100 du/acre or no limit on an individual site if overall density for an area is not achieved.
- The City provides brochures that outline the City's Voluntary Rental Guidelines in the housing office and online.
- The City continues to require a minimum 5,000-square-foot lot size for new apartment developments.

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

- The City continues to encourage the Housing Authority and for-profit and nonprofit developers to build affordable housing for families with children whenever possible and discuss available incentives.
- The City rezoned 20 properties along Garden Road from light industrial and office development to multi-family residential to support affordable housing opportunities for families with children.

**Goal d.** Encourage maintenance and rehabilitation of the entire housing stock. The City will continue to advertise rehabilitation programs on the City's website and provide brochures at the City library and housing office.

- 102 households received maintenance and repair assistance provided by the City.
- The City purchased a 3-bedroom deed restricted low-income unit to rehabilitate and resell as a low-income unit.
- The City's Ordinance requires new inclusionary housing units to be preserved in perpetuity with a recorded deed restriction.
- The City continues to prioritize funding or acquire funding to assist nonprofits to purchase units that may be lost from the Inclusionary Program or to acquire replacement units.
- The City continues to provide online applications for the Purchase and Resale program waiting list to market affordable housing units on the City website.

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

- The City worked with Monterey County on an Analysis of Impediments to Fair Housing Choice (Regional AI) study. Echo provides fair housing services to the City of Monterey and other jurisdictions in Monterey County.

- City rehabilitation funds are distributed citywide based on applications received.
- Inclusionary housing program is citywide requirement for all developments exceeding 5 units.
- In 2022, the City referred households to United Way who administered the regional rental assistance program.

**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.

- The City has adopted additional ordinance language to ensure that ADA regulations and needs are met in all projects.
- In 2022, the City referred households to United Way who administered the regional rental assistance program.
- The City provides \$272,000 amount of public service grants annually to nonprofit providers of services and temporary housing to Monterey homeless.
- The City worked with the San Andreas Regional Center in Salinas to implement an outreach program that informs families within the City on housing and services available for persons with developmental disabilities.
- The City supported Van Buren Senior Housing Project and Monterey Hotel Apartments, which are both completed and occupied. Van Buren Senior Housing Project includes 19 apartment units, of which 18 are affordable units, while Monterey Hotel Apartment include three very low-income units, such as SROs, nine low-income units, and six moderate income units.

**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 2015-2023.

- The City has retained zoning capacity to meet its regional fair share housing goal.
- The City currently allows flexibility in development standards for projects that apply for a density bonus. In addition, the underutilized site list provided on City website.

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

- Affordable housing projects at 587 and 593 Van Buren St and 424 and 450 Madison Street may potentially include 42 affordable units. The developer intends on submitting an SB35 application for seeking ministerial approval of the project. This project is still incomplete and will be constructed during the 6<sup>th</sup> Cycle Housing Element.
- Zoning Code allows flexibility in designing infill housing on larger development sites.

**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.

- The City amended the Density Bonus Ordinance to provide additional incentives, including reduction in site development standards or a modification of Development Code requirements or design guidelines that exceed the minimum building standards,

as well as approval of mixed-use zoning in conjunction with the qualified housing development if land uses will reduce the cost of the qualified housing development. These incentives apply to mixed-use/transit-oriented projects in the specific plan areas.

- The City amended the Zoning Ordinance to allow density bonuses of up to 35 percent for project exceeding City inclusionary housing percentages or the state-mandated criteria; and to state that projects that receive density bonuses shall maintain affordability for the life of the project.
- The City rezoned 20 industrial properties to allow multi-family housing development.
- The City ordinance requires inclusionary housing.

**Goal j.** The City will continue to promote sustainability and energy efficiency in residential development to lower energy use through energy-efficient urban design and through better design and construction in individual projects.

- All specific plans encourage transit priority projects.



<b>Table E-1: Housing Programs Progress Report</b> This table describes progress of all programs in the City of Monterey Fifth Cycle Housing Element, including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<b>Goal a.</b> Promote construction of new ownership housing units and conservation of existing ownership housing units to maintain and/or improve the existing balance between owner and rental units in Monterey.			
<b>Program a.1.1.</b> The City will continue to update its list of larger developable sites and contact property owners to determine opportunities for housing construction. There will be an emphasis on constructing housing types that provide mixed-income and large family ownership opportunities.	2018 - Promote home ownership	Annually, 2015-2023	Completed - The City maintains a list of larger developable sites within its specific plans and regularly meets with property owners to determine future housing construction opportunities.
<b>Program a.1.2.</b> Maintain existing single-family zoning throughout the City. 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.		Ongoing, 2015-2023	Completed - The City has maintained existing single-family zoning throughout the City as planned. No single-family properties have been rezoned
<b>Program a.1.3.</b> Continue to create and adopt development standards for mixed use areas that have development potential for new housing units.		Adopt Lighthouse Specific Plan by December 2016.	Completed - In August 2016, the City created and adopted development standards for mixed use areas that had potential for new housing development.
<b>Program a.1.4.</b> Continue to work 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).		Meet regularly with established working group, 2015-2023	In 2018, proposals were requested for the allocation of water for affordable housing projects and two project were awarded water for 10 affordable units. In 2019, Montage Health purchased rental housing and is considering a second project purchase. In 2022, Middlebury Institute finished construction on a new housing project for students at 787 Munras. The dormitory houses 85 students and 2 resident assistants.

<b>Table E-1: Housing Programs Progress Report</b> This table describes progress of all programs in the City of Monterey Fifth Cycle Housing Element, including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<b>Program a.1.5.</b> Monitor and evaluate the use permit process for new multi-family projects in the R-3 and Commercial districts to determine whether the process qualifies as a constraint to residential development. Identify strategies to be implemented by the City to remove any constraint identified by the evaluation. Provide a summary of the evaluation (and strategies, if identified) to HCD as a part of the City's annual reporting requirement.		Annually, 2015-2023 Responsible	In 2018, The City processed entitlements for two 40-unit projects. One is streamlined as a TPP within the North Fremont Specific Plan area but is requesting additional density beyond the allowed density bonus, which requires a use permit. The other is within a sensitive scenic corridor and Planning Community District, which requires a use permit and does not qualify for a CEQA exemption. Progress continues, though lack of water supply continues to be significant constraint to development. Staff has contacted the Monterey Peninsula Water District and State Water Resources Control Board about relaxing Condition #2 of Cease and Desist Order. Little progress has been made.
<b>Program a.2.1.</b> The City will continue allowing additional floor area for single-family homes and eliminate additional parking requirements with building upgrades for historic properties.		Ongoing	Completed - Zoning allows flexibility.
<b>Program a.2.2.</b> Begin process for determining whether City can reduce the minimum lot size for single-family subdivisions on existing R-3 lots to increase the stock of affordable housing, while 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		Consider reducing the minimum lot size and amending the Zoning Code by June 2016.	In 2018, existing City regulations allowed for the reduction of minimum lot size for single-family subdivisions on existing R-3 lots. New ADU laws became effective to allow additional units. The Monterey City Code was amended in 2022 to incorporate the new state ADU laws.

<b>Table E-1: Housing Programs Progress Report</b> This table describes progress of all programs in the City of Monterey Fifth Cycle Housing Element, including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
methods to maximize privacy and minimize sound transmission.			
<b>Program a.2.3.</b> Evaluate the Down Payment Assistance Program to determine if it will be practical to assign the City's purchase option to qualified buyers. Investigate opportunities to increase Down Payment Assistance loans for equity sharing for detached single-family houses.		Annually 2015-2023	The City restarted the Down Payment Assistance Program in 2020 and issued 1 new Down Payment Assistance loan for \$50,000 to a qualified buyer through the City's Purchase and Resale Program. In 2022, two new Down Payment Assistance loans, one totaling \$36,750 and the second totaling \$35,560.09, were given to qualified buyers through the City's Purchase and Resale Program.
<b>Goal b.</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.			
<b>Program b.1.1.</b> Maintain multi-family densities at 30 units per acre in the R-3 zone, specific plan areas, and in commercial zones with the potential for density bonuses as outlined in Program i.1.2.		Ongoing, 2014-2023	Completed - Densities have been increased in some specific plan areas to 100 du/acre or no limit on an individual site if overall density for an area is not achieved.
<b>Program b.1.2.</b> Assist the Housing Authority, nonprofit agencies, and private developers in providing extremely low-, low-, and very low-income housing as opportunities become available, using the current Housing Element 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 by providing low-		Ongoing	In 2018, the City provided a streamlined process for 2200 North Fremont Street as allowed in the specific plan for design review. The project yields 8 affordable units. Dedicated staff also processed 595 Munras, yielding 10 units with one affordable unit; and will process upcoming projects that were awarded a water allocation in 2018.  In 2019, the City worked with MidPen Housing to construct a 100% affordable project behind the City's Police Station.

**Table E-1: Housing Programs Progress Report**

This table describes progress of all programs in the City of Monterey Fifth Cycle Housing Element, including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
interest loans and other incentives when affordable housing goals are met.			In 2020, the City issued an RFP for 100% affordable housing developments on City owned sites. Multiple proposals were received. In 2022, the City Council authorized the City Manager to execute a loan with MidPen Housing to secure a loan and guarantee a loan obligation for an affordable housing project at 587 and 593 Van Buren Street and 424 and 450 Madison Street.
<p><b>Program b.1.3.</b> Evaluate the existing allocation of Housing Choice Vouchers and encourage and support the Housing Authority and private market landlords to expand utilization of the Housing Choice Voucher program.</p> <p>Encourage the Housing Authority to grant 20 percent rent exceptions for the Monterey area to provide a greater housing choice for very low-income renters.</p> <p>Encourage the Housing Authority to market the Housing Choice Voucher programs to Monterey landlords and post applications on the City's website.</p> <p>Encourage the Housing Authority to recruit more Monterey families assisted by Housing Choice Voucher into the Family Self-Sufficiency Program.</p>		Annually, 2014-2023	2018 – The City plans to evaluate the existing allocation of Housing Choice Vouchers and encourage and support the Housing Authority of the County of Monterey (HACM) and private market landlords more in the future to expand utilization of the Housing Choice Voucher program. The City plans to address this as part of the update to the Analysis of Impediments to Fair Housing Choice.
<p><b>Program b.1.4.</b> The City will encourage affordable rents by providing brochures that outline the City's Voluntary Rental Guidelines, but discourage citywide rent control.</p>		By June 2016	Completed - The City provides brochures that outline the City's Voluntary Rental Guidelines in the housing office and online, and new rental guidelines were approved.



<b>Table E-1: Housing Programs Progress Report</b> This table describes progress of all programs in the City of Monterey Fifth Cycle Housing Element, including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<b>Program b.1.5.</b> Continue to require a minimum 5,000-square-foot lot size for new apartment developments.		2014-2023, as new projects are processed through the Planning Office	Completed - The City continues to require a minimum 5,000-square-foot lot size for new apartment developments.
<b>Goal c.</b> Provide family housing opportunities on larger sites and for all income levels.			
<b>Program c.1.1.</b> 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 conduct a comprehensive review and revision of the current parking requirement to determine the feasibility of requiring at least one-third of any housing development over three units to provide two or more bedrooms. All housing projects will continue to be required to provide open space to give residents an opportunity for outside activities.		Conduct a comprehensive review and revisions of current parking requirements by June 2016.	2018 - The City continues to encourage larger units with two or more bedrooms and open spaces with sufficient area for children's play in R-3 developments as projects come forward.  The City conducted a comprehensive review and revision of the current parking requirement to determine the feasibility of requiring at least one-third of any housing development over three units to provide two or more bedrooms and reported it to be unsuccessful and does not plan to pursue this any longer.  All housing projects are required by the City to provide open space to give residents an opportunity for outside activities.
<b>Program c.1.2.</b> Encourage the Housing Authority and for-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.		2015-2023, as projects are approved through the Planning Department	Progress continues. In 2021, staff met with multiple developers to discuss this opportunity in a recently rezoned area along Garden Road. Garden Road was previously only available for light industrial and office development. The City Council adopted zoning changes to allow multi-family residential. Many of these developers seem interested in larger residential units due to water limitations. Since 2020, the City has approved entitlements for 180

<b>Table E-1: Housing Programs Progress Report</b> This table describes progress of all programs in the City of Monterey Fifth Cycle Housing Element, including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
			housing units. These housing units were either retrofits of existing buildings or new construction. Of the 180 housing units, 89 were entitled in 2022.
<b>Goal d.</b> Encourage maintenance and rehabilitation of the entire housing stock. The City will continue to advertise rehabilitation programs on the City's website and provide brochures at the City library and housing office.			
<b>Program d.1.1.</b> Provide emergency major repair assistance to low- and moderate-income households.	Provide assistance to 5 households per year	2015-2023, as funding is available	22 total low- and moderate- income households received emergency major repair assistance. In 2018, the City assisted 18 households; in 2021 the City assisted 1 household; and in 2022 the City assisted 2 households
<b>Program d.1.2.</b> Provide rehabilitation assistance in the form of: Major rehabilitation loans; Emergency repair loans; and Home safety repair grants.	Provide assistance to 5 households per year	2015-2023, as funding is available	54 total households received rehabilitation assistance. In 2018 and 2019, the City assisted 18 households; in 2020 and 2021 the City assisted 7 households; and in 2022 the City assisted four households.
<b>Program d.1.3.</b> Continue the "Mr. Fixit" program to provide emergency repair assistance, weatherization and energy retrofits to an average of 10 units per year.	Provide assistance to 5 households per year	2015-2023, as funding is available	26 total households received assistance under the "Mr. Fixit" program. In 2018, the City assisted 4 low-income households (estimated \$40,000); in 2019, the City assisted 5 households; in 2020 the City assisted 6 households; in 2021, the City assisted seven households, and in 2022 the City assisted four households.
<b>Program d.2.1.</b> Investigate the option of purchasing 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.		Check on an annual basis whether projects are at risk of conversion to market rate	Ongoing - In 2018, the City purchased a 3-bedroom deed restricted low-income unit to rehabilitate and resell as a low-income unit. The City operates an effective Purchase and Resale Program.

**Table E-1: Housing Programs Progress Report**

This table describes progress of all programs in the City of Monterey Fifth Cycle Housing Element, including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<b>Program d.2.2.</b> 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.		Ongoing, 2015-2023	Ongoing – The City's Ordinance requires new inclusionary housing units to be preserved in perpetuity with a recorded deed restriction. The City purchased and resold 16 total units through the Purchase and Resale Program: two units in 2019, five units in 2020, five units in 2020, and 4 units in 2022.
<b>Program d.2.3.</b> 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.		Contact property owners annually to determine conversion plans.	The City continues to monitor all units at-risk units of converting to market rate. The City purchased and resold 16 total units through the Purchase and Resale Program: two units in 2019, five units in 2020, five units in 2020, and 4 units in 2022.
<b>Program d.2.4.</b> The City will continue to explore with local non-profits and other affordable housing developers strategies and financing alternatives that can be employed to produce new affordable extremely low, low and very low-income housing in the community.		Meet with local nonprofits annually.	In 2020, the City issued an RFP for 100% affordable housing developments on City owned sites. In 2022, the City authorized an Exclusive Negotiating Agreement with MidPen Housing for development of affordable housing at 587 and 593 Van Buren St, 424 and 450 Madison Street. The City also received a Permanent Local Housing Allocation grant award in Permanent Local Housing Allocation Funds for the affordable housing project at Van Buren and Madison Streets. These funds will be used for predevelopment costs related to affordable housing (low-income housing) at this site.
<b>Program d.2.5.</b> Prioritize funding or acquire funding to assist nonprofits to purchase units that may be lost from the Inclusionary Program or to acquire replacement units.		Meet with local nonprofits annually.	Ongoing - The City continues to prioritize funding or acquire funding to assist nonprofits to purchase units that may be lost from the Inclusionary Program or to acquire replacement units. The City

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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
			operates an effective Purchase and Resale Program, through which 16 total units were purchased and resold: The two units in 2019, five units in 2020, five units in 2020, and 4 units in 2022.
<b>Program d.2.6.</b> Analyze the feasibility of utilizing a City-sponsored rehabilitation program to encourage at-risk units to be retained.		Determine feasibility by June 2010.	2018 - The City continues to successfully utilize a City-sponsored single-family rehabilitation program, a purchase resale first time homebuyer program, and a down payment assistance program to retain at-risk units.
<b>Program d.2.7.</b> Implement a program to reduce, waive, or subsidize local fees associated with preservation or replacement of at-risk units.		Implement a program by January 2017.	Completed – No fees are associated with preservation or replacement of at-risk units.
<b>Goal e.</b> Provide for fair and equal housing opportunities for all persons, regardless of age, sex, family size, race, creed, color, or national origin.			
<b>Program e.1.1.</b> Cooperate in countywide fair housing activities and federal government programs that emphasize educational and counseling activities.		Ongoing, 2015-2023	Completed- The City worked cooperatively with Monterey County on an Analysis of Impediments to Fair Housing Choice (Regional AI) study. Echo provides fair housing services to the City of Monterey and other jurisdictions in Monterey County.
<b>Program e.1.2.</b> Provide contract fair housing mediation for all fair housing complaints and questions. Advertise fair housing mediation services. Notify social service agencies of programs. Advertise programs consistent with the City's Housing Consolidated Plan.		Ongoing, 2015-2023	Ongoing - City contracts with ECHO fair housing services.



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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<b>Program e.1.3.</b> 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. Inclusionary housing should be compatible with the surrounding neighborhood.		Ongoing, 2015-2023	Ongoing - City rehabilitation funds are distributed citywide based on applications received. Inclusionary housing program is citywide requirement for all developments exceeding 5 units. A concentration of subsidized housing is not being created.
<b>Program e.1.4.</b> Continue to provide online applications for the City's Purchase and Resale program waiting list to market affordable housing units on the City's website.		Ongoing, 2015-2023	Completed - The City provides online applications for the City's Purchase and Resale program waiting list to market affordable housing units on the City website.
<b>Program e.1.5.</b> Continue to provide service referrals to rental assistance, ownership assistance, homeless assistance, and general community services.		Ongoing, 2015-2023	The City provides funding to Salvation Army annually. Salvation Army provides some rental assistance with this funding. The City also provides funding to nonprofits providing homeless services such as Gathering Place for Women, Community Human Services and Interim, Inc. City funds local non-profits providing various services to qualified households. Referrals are regularly provided based on the issue.  In 2020, the City provided approximately \$960,000 in emergency rental assistance to low income households.  In 2021, the City provided approximately \$894,644 in emergency rental assistance to low income households.  In 2022, the City referred households to United Way who administered the regional rental assistance program.

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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<b>Program e.1.6.</b> Continue to distribute Housing Choice Voucher applications at the City's Housing Division and have staff available to help applicants with the process.		Ongoing	Completed – Applications are available for the Housing Choice Voucher program.
<b>Goal f.</b> 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.			
<b>Program f.1.1.</b> Provide for needs of special housing needs groups by complying with ADA regulations in reviewing private development projects and in City-assisted housing projects.		Ongoing, 2015-2023, as projects are processed through the Planning Department	Ongoing - The City has adopted additional ordinance language to ensure that ADA regulations and needs are met in all projects.
<b>Program f.1.2.</b> Market low- and moderate-income housing programs through the use of direct advertising including, but not limited to, the City's website, referrals, brochures, newspapers, and other media.		Information will be available on the website by June 2016.	Ongoing - The City markets low- and moderate-income housing programs through the use of direct advertising.
<b>Program f.1.3.</b> Encourage the schools, students, and senior citizen groups to pursue roommate matching service to take advantage of underutilized homes in Monterey.		Ongoing, 2015-2023	Future program - The City refers all inquiries to the appropriate school or group on an ongoing basis and plans to be more proactive in the future.
<b>Program f.1.4.</b> 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.		2015-2023, as funding is available	In 2020, the City provided approximately \$960,000 in emergency rental assistance to low income households. In 2021, the City provided approximately \$894,644 in emergency rental assistance to low income households.

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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
			In 2022, the City referred households to United Way who administered the regional rental assistance program.
<b>Program f.1.5.</b> Continue to provide City assistance to nonprofit providers of services and temporary housing to Monterey homeless.		Ongoing, as funding is available	Completed - Public service grants are provided annually through a competitive process.
<b>Program f.1.6.</b> Amend the City's Zoning Code to provide individuals with developmental 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. As part of this program, the City will 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.		Amend the Zoning Code by June 2016.	Completed - The City amended its Zoning Code in December 2016 to provide individuals with developmental disabilities reasonable accommodation.
<b>Program f.1.7:</b> Work with the San Andreas Regional Center in Salinas to implement an outreach program that informs families within the City on housing and services available for persons with developmental disabilities. Such collaboration should include development of an informational brochure and information on services on the City's website, and providing housing-related training for individuals/families through workshops.		Development of Outreach Program by January, 2017	Completed

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Program	Objective	Timeframe in H.E.	Status of Program Implementation
<p><b>Program f.1.8:</b> Develop a program to provide rental assistance to fill the gap between income levels and the cost of housing for persons with Developmental Disabilities. The program will include the following steps: Step One: Work with the regional center to identify the housing needs of the clients and assist in identifying available housing that meets those criteria. Step Two: Identify the gaps that limit access to housing for persons with developmental disabilities (i.e. financial, accessibility). Step Three: Develop Guidelines and market program</p>	<p>Assist 10 persons with developmental disabilities</p>	<p>Begin Program Development January, 2017</p>	<p>In 2019, annual grants were provided to Salvation Army. In 2020, the City provided approximately \$960,000 in emergency rental assistance to low income households. In 2021, the City provided approximately \$894,644 in emergency rental assistance to low income households. In 2022, the City referred households to United Way who administered the regional rental assistance program.</p>
<p><b>Program f.1.9:</b> Explore models to encourage the creation of housing for persons with developmental disabilities and implement a program by 2017. Such models could include assisting in housing development through the use of set-asides, scattered site acquisition, new construction, and pooled trusts; providing housing services that educate, advocate, inform, and assist people to locate and maintain housing; and models to assist in the maintenance and repair of housing for persons with developmental disabilities. The City shall also seek State and Federal monies for direct support of housing construction and rehabilitation specifically targeted for housing for persons with disabilities.</p>	<p>Assist 10 persons with developmental disabilities.</p>	<p>Begin Program Development January, 2017.</p>	<p>Progress continues. In 2019, the City identified city owned properties for affordable housing construction. In 2020, the City issued an RFP for 100% affordable housing developments on City owned sites. Multiple proposals were received. In 2022, the City authorized an Exclusive Negotiating Agreement with MidPen Housing for development of affordable housing at 587 and 593 Van Buren St, 424 and 450 Madison Street. The City also received a Permanent Local Housing Allocation grant award in Permanent Local Housing Allocation Funds for the affordable housing project at Van Buren and Madison Streets. These funds will be used for predevelopment costs related to affordable housing (low-income housing) at this site.</p>



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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<p><b>Program f.1.10.</b> Pursuant to Senate Bill 2, the City will amend the Zoning Ordinance to allow emergency shelters as a permitted use in a newly created overlay zone along Del Monte Avenue east of the Naval Postgraduate School, which has vacant and underutilized parcels and is close to transit corridors and close to services. The City will create this overlay zone with specific development standards for emergency shelters. In addition, the City will evaluate adopting development and managerial standards that will be consistent with Government Code Section 65583(a)(4). These standards may include such items as:</p> <p>Lighting; On-site management; Maximum number of beds or persons to be served nightly by the facility; Off-street parking based on demonstrated need; and Security during hours that the emergency shelter is in operation.</p>		Develop this overlay designation by June 2016.	Completed - In 2017, the City amended the Zoning Ordinance to allow emergency shelters as a permitted use in a variety of commercial districts throughout the City.
<p><b>Program f.1.11.</b> Pursuant to Senate Bill 2, the City must explicitly allow both supportive and transitional housing types in all zones that allow residential uses and treated the same as any other housing type in the same zone. The City shall update its Zoning Ordinance to include separate definitions of transitional and supportive housing as defined in Health and Safety Code Sections 50675.2 and 50675.14. Both transitional</p>		Amend the Zoning Code by June 2016.	Partially completed – In December 2016, the City amended the Zoning Code to define and explicitly allow both supportive and transitional housing types in all zones that allow residential uses and treat these housing types the same as all other housing types in the same zone. Additional amendments required for residential districts.

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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
and supportive housing types will be allowed as a permitted use in all zones where residential uses are allowed, subject to only the same restrictions on residential uses contained in the same type of structure.			
<b>Program f.1.12.</b> To support the development of housing affordable to extremely low- income households, the City shall apply for state and federal funding and grant priority to projects that include units affordable to extremely low- income households, such as SROs.		Annually, 2016-2023	Ongoing - Van Buren Senior Housing Project and Monterey Hotel Apartments have been completed and are occupied.
<b>Program f.1.13.</b> The City will support regional efforts to ensure that the need for farmworker housing is met at a regional level. The City will also analyze zoning ordinance on a regular basis for compliance with and Safety Code Sections 17021.5 and 17021.6. Section 17021.5. If any inconsistencies are found, amendments to achieve compliances shall be made within six months.		Annually, 2016-2023, zoning amendments within six months of discovery of inconsistency	Completed - The regional effort in and around Monterey will partially address low income housing by examining farm worker housing. The City has found no compliance inconsistency between the local Zoning Code and State Law.
<b>Program f.1.14.</b> The City will support regional efforts and pursue the following to create adequate supportive housing for the community: Collaborate with Coalition of Homeless Service Providers and Monterey Homeless Exchange to develop a target for the number of Permanent Supportive Housing Units to be developed in the City. This will be a combination of some percentage of the		Annually, 2016-2023	2018 - The City meets regularly with the Coalition of Homeless Service Providers and Monterey Homeless Exchange. However, more focus is needed to achieve these program goals. The City has not pursue Tenant Based Rental Assistance funding from HOME Program to support the operations of permanent supportive housing communities.

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Program	Objective	Timeframe in H.E.	Status of Program Implementation
<p>current homeless population plus other populations in need of supportive housing.</p> <p>Pursue Tenant Based Rental Assistance funding from HOME Program to support the operations of permanent supportive housing communities.</p> <p>Work with the medical community, including CHOMP, the County, the Central California Alliance for Health and other providers to support case management and other tenancy support funding in new supportive housing communities. Studies have shown that stable housing results in better health outcomes and that less than 10% of the population uses a disproportionate amount of health care resources (“Super Utilizers”). By providing those Super Utilizers who are unstably housed (or homeless) with stable housing, hospitals and providers can save money overall.</p> <p>Encourage and facilitate integration of data between homeless service providers, medical service providers and the criminal justice system to implement more effective discharge planning for patients and inmates.</p> <p>Provide capacity grants and support for fledgling organizations</p>			<p>The City meets regularly with the medical community, including CHOMP, the County, the Central California Alliance for Health and other providers to support case management and other tenancy support funding in new supportive housing communities.</p> <p>The City has not facilitated the integration of data between homeless service providers, medical service providers and the criminal justice system to implement more effective discharge planning for patients and inmates.</p> <p>The City provides grants and support for fledgling organizations on an annual basis through its CDBG program.</p> <p>2019 – 2022: Coalition of Homeless Services Providers works closely in coordination with the CDBG subrecipients receiving allocations listed in the City’s plan: Community Human Services’ program, Safe Place in Monterey, that provides counseling, family reunification, temporary shelter and street outreach for homeless youth; Interim Inc. that provides homeless services, emergency and temporary housing outreach, and case management for persons with mental illnesses; the Salvation Army Homeless Support Services that provides case management, voucher assistance, and homeless outreach services; Interim’s Manzanita House provides short-term crisis services as well as emergency placement in Monterey’s Laguna</p>

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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
			Grande; and the Veterans Transition Center that provides services for homeless Veterans and their families.
<b>Goal g.</b> Provide adequate sites to build new housing units for all income levels and to meet the City's fair share of housing needs for 2015-2023.			
<b>Program g.1.1.</b> Retain the zoning capacity to meet the AMBAG fair share housing goal between January 1, 2015, and July 30, 2023. Retain the opportunity to construct the remaining fair-share requirement of 157 very low-, 102 low-, 119 moderate-, and 272 above moderate-income housing units with excess zoning capacity for housing in mixed- use areas, apartments in commercial zones, and apartments in R-3 zones.		Ongoing, 2015-2023	Completed - The City has retained capacity to meet its regional fair share housing goal. Zoning retained.
<b>Program g.1.2.</b> Encourage exceptional design and innovative solutions for housing style, through the implementation of the Downtown and North Fremont specific plans. The City will soon adopt a specific plan for the Lighthouse area, another mixed-use/transit-oriented development neighborhood.		Continue to adopt and implement design guidelines for mixed- use/transit-oriented development neighborhoods (2015-2023).	Ongoing implementation - All specific plans have been adopted, including Lighthouse Avenue.
<b>Program g.1.3.</b> The City will actively support the redevelopment of underutilized mixed- use sites to meet the City's RHNA allocation and to provide additional affordable housing opportunities throughout the City near transit stops, jobs, and services. The City will assist in the development of these underutilized sites by offering the following assistance:		Provide a listing of sites to affordable housing developers in the area on a yearly basis and assist developers as projects are processed through	Ongoing - The City awarded water allocations to affordable, mixed-use projects on underutilized sites and has been provided technical assistance for development. The City currently allows flexibility in development standards for projects that apply for a density bonus. Underutilized site list provided on City website.



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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<p>The City will post a listing of underutilized sites on the City's website and provide this list of sites to developers interested in developing mixed-use projects in the City.</p> <p>The City will, where appropriate and when funds are available, assist with the development of affordable housing projects on these underutilized sites.</p> <p>The City will also provide technical assistance with applying for additional funding to construct an affordable mixed-use project on an underutilized site.</p> <p>The City will provide flexibility in development standards on the construction of an affordable housing project on an underutilized site including but not limited to reduced setback requirements and reduced parking requirements on a case-by-case basis.</p>		the Planning Office, 2015-2023	
<b>Goal h. Provide housing that specifically meets the needs of the Monterey workforce.</b>			
<p><b>Program h.1.1.</b> 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.</p>		Continue meeting with working group on regular basis, 2015- 2023	<p>In 2018, the City supported the acquisition of a mixed use project with deed restricted units by a major employer. In 2020, the City issued an RFP for 100% affordable housing developments on City owned sites. In 2022, the City authorized an Exclusive Negotiating Agreement with MidPen Housing for development of affordable housing at 587 and 593 Van Buren St, 424 and 450 Madison Street. The City also received a Permanent Local Housing Allocation grant award in Permanent Local Housing Allocation Funds for the affordable housing project at Van Buren and Madison Streets. These</p>

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			funds will be used for predevelopment costs related to affordable housing (low-income housing) at this site.
<b>Program h.1.2.</b> Encourage workforce housing programs by the City of Monterey for Monterey City employees.		Develop programs for City Council consideration by 2017	2018 - 2022 The City encourages workforce housing programs and City employees can apply for the City's first-time homeowner program.
<b>Program h.1.3.</b> Utilize zoning tools such as Planned Unit Developments and Planned Community Zoning to provide flexibility in designing infill housing on larger development sites.		2015-2023, as projects are submitted to the Planning Department	Ongoing implementation - Zoning Code allows this flexibility.
<b>Goal i.</b> 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.			
<b>Program i.1.1.</b> Continue to encourage mixed-use/transit-oriented projects in the specific plan areas that include affordable units by offering height and parking exceptions to affordable housing projects.		2015-2023, as projects are submitted to the Planning Office	City amended the Density Bonus Ordinance to provide additional incentives.
<b>Program i.1.2.</b> Continue to allow density bonuses, as appropriate. Amend the zoning ordinance to state that:  Density bonuses of up to 35 percent 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; and		Amend ordinance by June 2016 and implement as projects are submitted.	Completed - The City amended the Zoning Ordinance to allow density bonuses of up to 35 percent for project exceeding City inclusionary housing percentages or the state-mandated criteria. The City's Zoning Ordinance has also been amended to state that projects that receive density bonuses shall maintain affordability for the life of the project.

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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
Projects that receive density bonuses shall maintain affordability for the life of the project.			
<b>Program i.1.3.</b> If new water is available for future allocation, the City shall give preference to projects meeting fair-share housing goals.		2015-2023, as projects are approved through the Planning, Office	Completed.
<b>Program i.1.4.</b> Develop alternatives for long-term water supply both within and outside the framework of the Water Management District and the California American Water Company.		2015-2023, develop long-term water alternatives	City has actively participated in a regional water supply project. Water has yet to be secured.
<b>Program i.1.5.</b> The City is committed to ensuring that there is enough water to meet the needs of all new residential units within the 2015-2023 RHNA period. California American Water (CalAm) is moving forward with its Monterey Peninsula Water Supply Project (MPVSP) consisting of slant intake wells, a desalination plant and related facilities. The project EIR has been completed and CPUC approval is expected in October 2016, prior to the December 2016 SWRCB CDO deadline. Pipeline, slant well, and desalination plant construction is expected to be completed in 2019. The City will continue its participation with the water authority and support the MPVSP.		Ongoing, 2015-2023	City has actively participated in a regional water supply project. Water has yet to be secured.
<b>Program i.1.6.</b> The City will continue to explore alternatives other than density bonus allowed in state law (Section 65915) to meet affordable housing goals.		Ongoing, 2015-2023	Progress continues - City rezoned industrial properties to allow multi-family housing development.

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<b>Program</b>	<b>Objective</b>	<b>Timeframe in H.E.</b>	<b>Status of Program Implementation</b>
<b>Program i.1.7.</b> The City will deliver the adopted housing element update to water and sewer service providers within a month after adoption. When submitting copies of housing elements to service providers the City will include a summary / quantification of the local government's regional housing need allocation and any other appropriate housing information.		One month following adoption	Completed - The City provided the adopted housing element to water and sewer service providers within a month from adoption.
<b>Program i.2.1.</b> Continue to provide a minimum of 20 percent permanently affordable low- and moderate-income units for any project with six or more new housing units or for condominium conversion. The City will also explore means and methods to provide incentives to include inclusionary units in new apartment construction. Residential projects are encouraged to satisfy the requirement by providing a minimum of 20 percent inclusionary housing units on-site.		2015-2023, as projects of 6 or more units are processed through the Planning Department	Progress continues – City ordinance requires inclusionary housing and the City continues to implement.
<b>Program i.2.2.</b> Investigate a community housing trust to meet the need for workforce housing and other housing needs.		Investigate a community housing trust by June 2017.	2018 - The City is in discussions with the County to participate in a regional Housing trust to meet the need for workforce housing and other housing needs. 2019 – 2022: Future program.
<b>Goal j.</b> The City will continue to promote sustainability and energy efficiency in residential development to lower energy use through energy-efficient urban design and through better design and construction in individual projects.			
<b>Program j.1.1.</b> Encourage Transit Priority Projects, site designs, and use of building materials that promote energy efficiency.		Continue to implement specific plans.	Progress continues - All Specific Plans encourage transit priority projects. Transit oriented projects are being proposed.







## **APPENDIX**

# **ADDITIONAL ANALYSIS AND INFORMATION IN SUPPORT OF HOUSING PROJECTIONS**

## **Table of Contents**

**Table of Representative Projects from Monterey County Jurisdictions.....F-1**

**Housing Precedent Projects in Monterey County .....F-2**

**Letter of Interest from Monterey Peninsula Unified School District.....F-17**

Name/Address	APN	Site Size (acres)	Project Description	Zoning	Units	Density (du/ac)	Location	Status
Downtown								
Van Buren Senior Housing Apartment Project (669 Van Buren Street)	001-512-020-000	0.46	Construct new 19-unit senior affordable apartments.	PC-D Downtown Specific Plan	19	41.30	Monterey	Built
El Cuartel Nuevo (595 Munras Avenue)	001-691-001	0.36	A mixed-use project of two stories with a shared parking lot. Lower level is retail space, while second floor is ten studio living units, each including a mezzanine.	C-2 Commercial	10	28.01	Monterey	Built
475 Alvarado Street	001-574-026-000	0.14	Construct new 4-unit multi-family residential building.	PC-D Downtown Specific Plan	4	28.57	Monterey	Under Construction
476 Tyler Street Mixed Use	001-574-022	0.54	Convert portion of existing ground floor commercial space and one garage space in mixed-use building into one storage unit for use by on-site tenant renting and three new studio apartments. Twenty-four units in total developed on this site.	PC-D Downtown Specific Plan	24	44.44	Monterey	Approved
Tyler and Pearl	001-574-015-000	0.11	Construction of 6 residential units.	PC-D Downtown Specific Plan	6	54.55	Monterey	Approved
					Average Density	38.893		
Commercial corridors								
Seaside Senior Living Project (550 Monterey Road)	031-141-004	5.47	Construction of two buildings with parking lots, landscaping and existing small open space that would be left in a ruderal setting. The larger building will be assisted living facility and memory care facility for elderly.	CC Community Commercial	144	26.33	Seaside	Under Construction
2000 Garden Road	013-312-008	1.79	Conversion of an existing two-story fitness building into a three-story apartment complex with total 66 studio units.	I-R Industrial Administration and Research	66	36.87	Monterey	Under Construction
Veteran's Transition Center Supportive Housing (229-239 Hayes Circle)	031-021-040	2.4	A 3-story, 71-unit housing structure giving homeless veterans a place to live in perpetuity with no transitional requirements. The proposal was approved by the city of Marina in November 2018 and construction is estimated to be completed around March 2024.	R-4 Multifamily Residential	71	29.58	Marina	Approved
2200 North Fremont	013-171-014-000	0.92	Allow 42 dwelling units per acre density with advisory review of a new 3-story, 40-unit mixed-use building.	PC-NF North Fremont Specific Plan	40	43.48	Monterey	Approved
471 Wave Street	001-028-023-000	0.49	Conversion of warehouse to commercial condominiums and two detached residential condominium buildings on site.	PC-LH Lighthouse Specific Plan	5	10.20	Monterey	Approved
					Average Density	29.293		



# Monterey Housing Element

*Precedents: High Density Housing Projects in Monterey County*

# Monterey



Site Location

Address:	669 Van Buren Street
Prior Use:	Residential
Units Developed:	19
Status:	Complete
Site Area (Acres)	0.46 acres (20,038 SF)
Zone:	PC-D Downtown Specific Plan
Project Density:	41.30 du/ac



Building Exterior

**Project Description:** Removal of three buildings on Van Buren Street and 26 parking spaces to construct 19 units for extremely low, very low and low-income seniors developed on City-owned land.

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On-site Parking:	10
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## Monterey *(continued)*



*Building Rendering*



*Building Interior*



*Building Exterior*



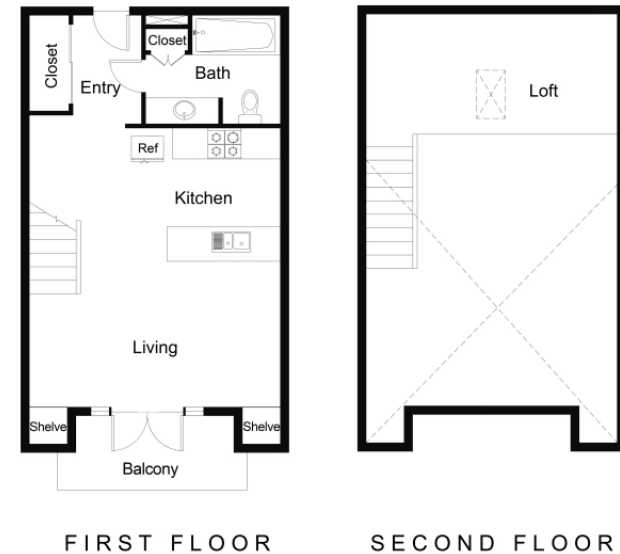
# Monterey

COMPLETE



Site Location

<b>Address:</b>	595 Munras Avenue
<b>Prior Use:</b>	Vacant
<b>Units Developed:</b>	10
<b>Low Income</b>	1
<b>Moderate Income</b>	1
<b>Status:</b>	Built
<b>Site Area (Acres)</b>	0.357 acres (15,555 SF)
<b>Height of Buildings:</b>	35'-9" (2 stories)
<b>Zone:</b>	C-2 "Community Commercial"
<b>Project Density:</b>	28.01 du/ac



Floor Plan

**Project Description:** A mixed-use project of two stories with a shared parking lot. Lower level is retail space, while second floor is ten studio living units, each including a mezzanine.

**Onsite Amenities:** Private balconies, laundry room, dishwashers in unit, onsite parking, elevator on site.

---

**On-site Parking:** 22

## Monterey *(continued)*



*Building Exterior*



*Building Interior*

### *El Cuartel Nuevo* *Munras Avenue Elevation*



*Elevation*

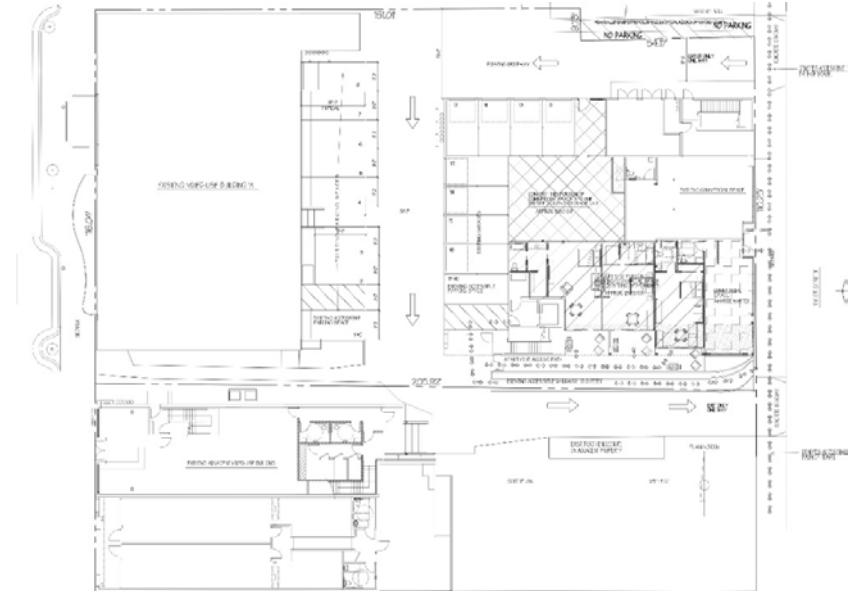


# Monterey



*Site Location:*

<b>Address:</b>	476 Tyler Street
<b>Prior Use:</b>	Commercial/residential
<b>Units Developed:</b>	24
<b>Status:</b>	Approved
<b>Site Area (Acres)</b>	0.54 acres (23,522 SF)
<b>Zone:</b>	PC-D Downtown Specific Plan
<b>Project Density:</b>	44.44 du/ac



*Site Plan*

**Project Description:** Convert portion of existing ground floor commercial space and one garage space in mixed-use building into one storage unit for use by on-site tenant renting and three new studio apartments. Twenty-four units in total developed on this site.

---

**On-site Parking:** 17

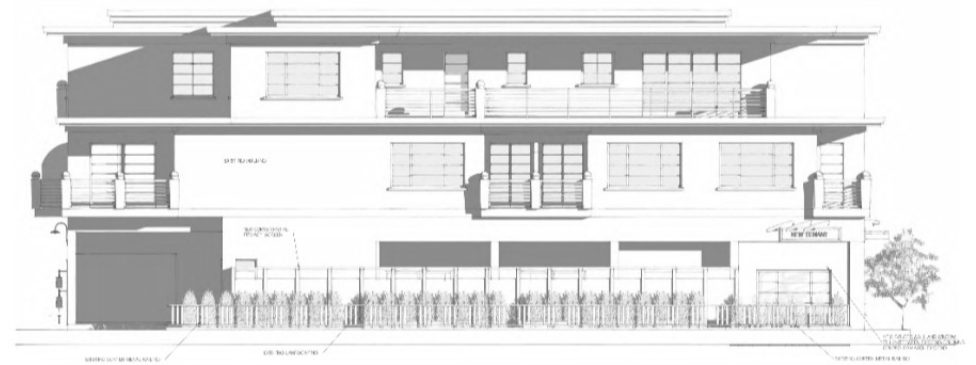
## Monterey *(continued)*



*Building Rendering*



*Existing Building*



*Elevation*

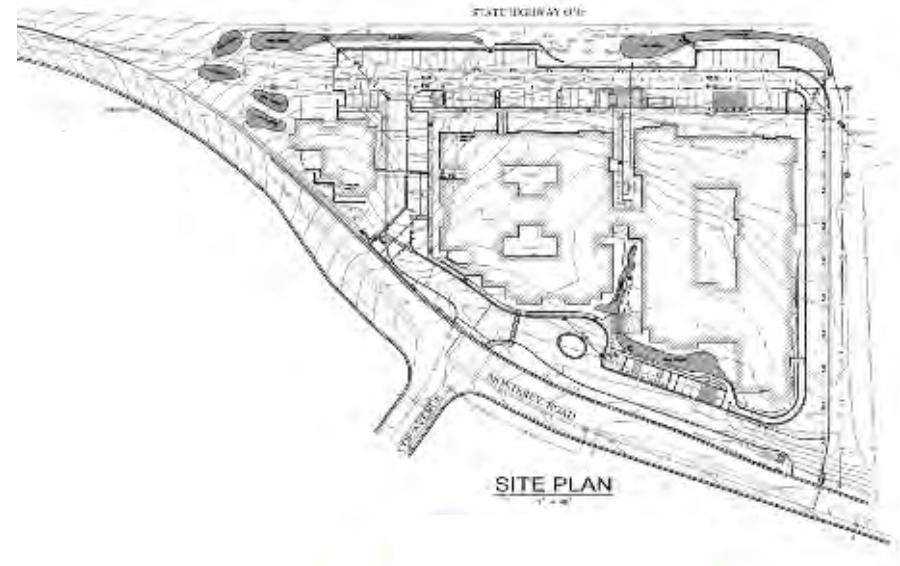
# Seaside



Site Location

<b>Address:</b>	550 Monterey Road
<b>Prior Use:</b>	Residential Care Facility
<b>Units Developed:</b>	144
<b>Status:</b>	Under Construction
<b>Site Area (Acres)</b>	3.2 acre (139,392 SF)*
<b>Height of Buildings:</b>	34' (2 stories)
<b>Zone:</b>	Community Commercial (CC)
<b>Project Density:</b>	26.28 du/ac

\*Note: total land area is 5.47; buildable area is 3.2 acres



Site Plan

**Project Description:** Construction of two buildings with parking lots, landscaping and existing small open space that would be left in a ruderal setting. The larger building will be assisted living facility and memory care facility for elderly.

**Onsite Amenities:** On-site memory support, healthcare by licensed professionals and recreational activities along with cultural and therapeutic programs to seniors

---

<b>Open Space</b>	17,958 SF
<b>Parking:</b>	92



## Seaside (continued)



*Project Rendering*



*Project Rendering*



**ASSISTED LIVING - NORTH ELEVATION**



**MEMORY CARE - SOUTH ELEVATION**

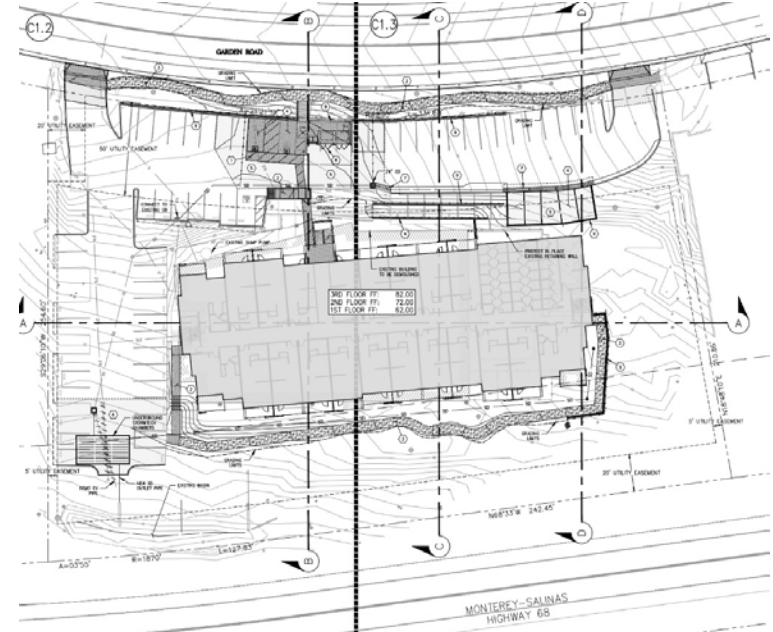
*Project Elevations*

# Monterey



Site Location

<b>Address:</b>	2000 Garden Road
<b>Prior Use:</b>	Fitness Building
<b>Units Developed (studio):</b>	66
<b>Status:</b>	Under Construction
<b>Site Area (Acres)</b>	1.79 acre (78,173 SF)
<b>Height of Buildings:</b>	34' (3 stories)
<b>Zone:</b>	I-R (Industrial Administration and Research)
<b>Project Density:</b>	37 du/ac



Site Plan

**Project Description:** Conversion of an existing two-story fitness building into a three-story apartment complex with total 66 studio units.

**Onsite Amenities:** Bike storage, pool deck, unit storage, balcony/patio for each unit, onsite parking, open space and shaded areas

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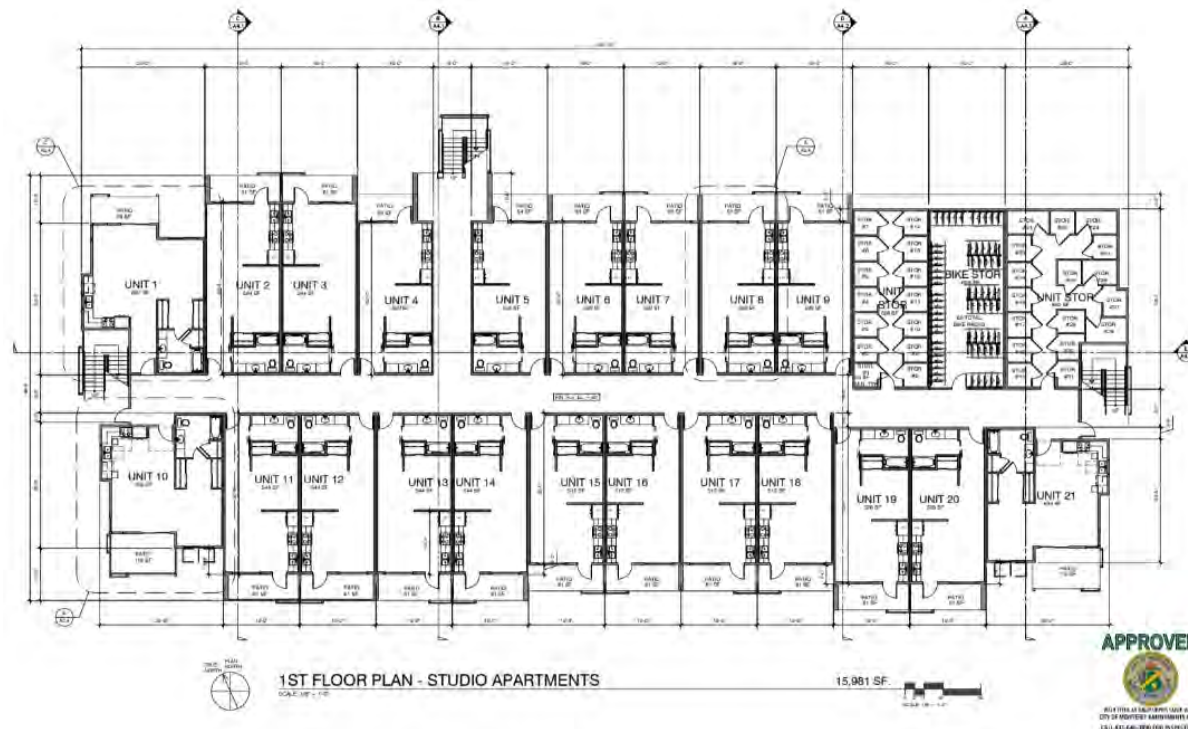
<b>Open Space:</b>	364 square feet per unit
<b>Parking:</b>	66



# Monterey (continued)



Building Elevations



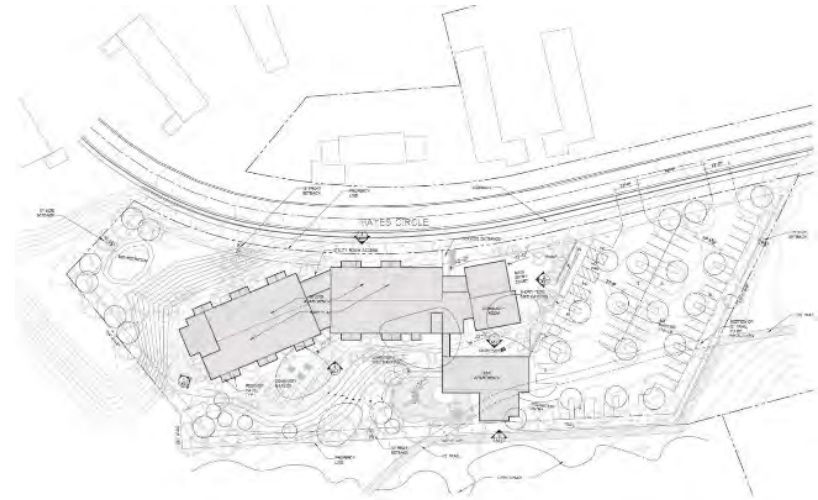
Floor Plan

# Marina



*Site Location*

<b>Address:</b>	229-239 Hayes Circle
<b>Prior Use:</b>	Former US Army Post
<b>Units Developed:</b>	71
<b>Status:</b>	Approved
<b>Site Area (Acres)</b>	2.4 acres (104,365 SF)
<b>Height of Buildings:</b>	42' (3 stories)
<b>Zone:</b>	R-4 Multi-family Residential
<b>Project Density:</b>	29.58 du/ac



*Site Plan*

**Project Description:** A 3-story, 71-unit housing structure giving homeless veterans a place to live in perpetuity with no transitional requirements. The proposal was approved by the city of Marina in November 2018 and construction is estimated to be completed around March 2024.

**Onsite Amenities:** Common room, computer room, manager's office, pet wash, laundry facilities, meditation room, fitness room, playground and services office

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<b>Open Space:</b>	32,135 SF
<b>Parking:</b>	60



# Marina *(continued)*



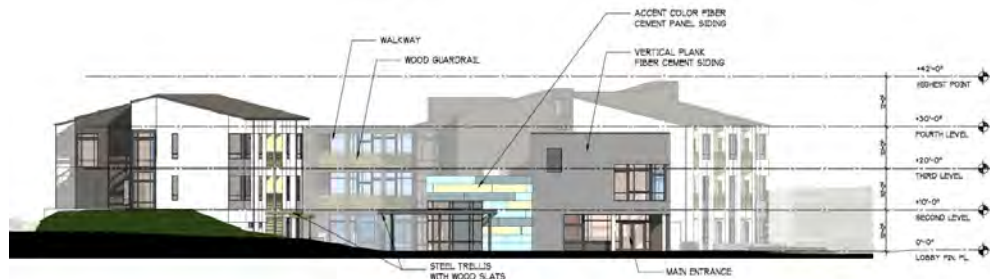
*Rendering*



*Aerial View*



*Project Rendering*



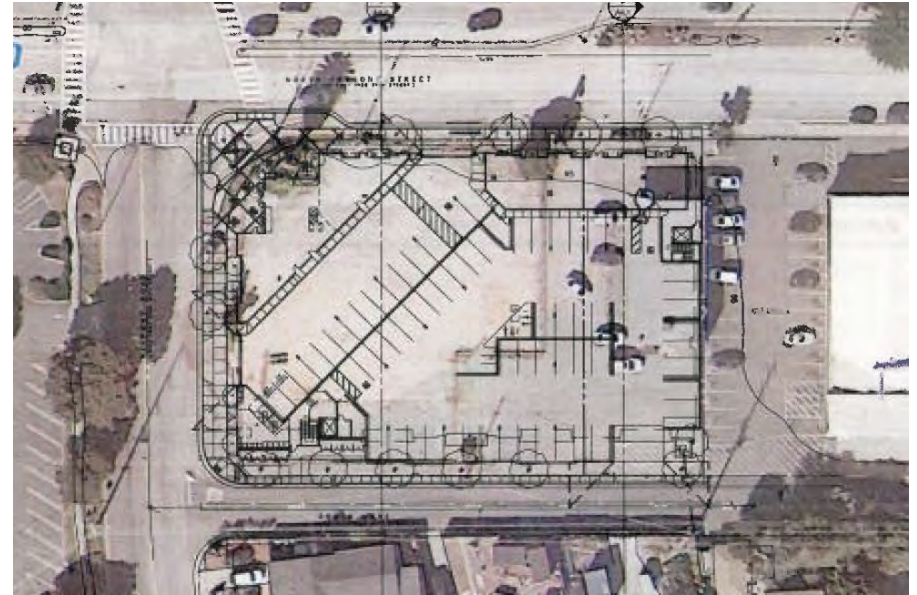
*Elevation*

# Monterey



Site Location

<b>Address:</b>	2200 North Fremont Blvd
<b>Prior Use:</b>	Vacant
<b>Units Developed:</b>	40
<b>Low Income</b>	8
<b>Status:</b>	Under Construction
<b>Site Area (Acres):</b>	0.92 acre (40,175 SF)
<b>Zone:</b>	Planned Community – North Fremont (PC-NF)
<b>Project Density:</b>	43.47 du/ac



Site Plan

**Project Description:** Construct a three-story mixed-use building with 40 apartment units and 6,000 square feet of commercial space

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**Parking:** 73



## Monterey *(continued)*



*Building Rendering*



*Building Rendering*



# Monterey Peninsula Unified School District

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**PK Diffenbaugh, Superintendent**  
700 Pacific Street, Monterey, CA 93940  
Phone: 831.645.1204 Fax: 831.649.4175

June 27, 2023

## **Re: Housing element program for ministerial permitting of employer-sponsored housing**

Dear Planning Director:

The Monterey Peninsula Unified School District (MPUSD) depends on highly qualified and diverse staff in order to meet our educational mission. One of the key constraints to attracting and retaining staff is Monterey County's critical housing shortage and high cost of living. In order to be a proactive part of the solution to our housing crisis, MPUSD is interested in building housing for our employees on underutilized District owned property. I write to propose a program to make production of employer-sponsored housing more feasible on District owned property.

As you update your General Plan Housing Element for the 6<sup>th</sup> Cycle RHNA, state law requires you to review and mitigate governmental constraints to housing production. A critical governmental constraint is the uncertainty, delay, and expense of obtaining entitlements to build housing.

To address this constraint, the District proposes the adoption of a policy and a program for streamlined ministerial permitting of employer-sponsored housing. Modeled after existing law AB 2295 (which was enacted in 2022 and becomes fully effective on January 1, 2024) and SB 35, the program would be implemented by an ordinance providing ministerial approval of multi-family infill housing that meets objective development and design review standards. This housing would be offered first to our employees, then to public agency employees, and then to members of the public in accordance with existing law. The program would not apply to environmentally sensitive sites or sites with existing affordable housing or historic buildings.

Our proposal is set out in the sample language for a policy and program that could be incorporated into your forthcoming Housing Element update.

Ministerial permitting of infill housing through a well-defined, streamlined process would enable local educational agencies to make significant investments in housing to ensure the continued vitality of our educational program, our employees, and the community at large.

We welcome the opportunity to discuss our proposal with you and address your questions.

Sincerely,

PK Diffenbaugh  
Superintendent

Attachment: Proposed Employer-Sponsored Housing Policy and Program

## **Proposed Housing Element Policy**

The City shall provide streamlined ministerial permitting for workforce housing on sites owned by a local education agency.

## **Proposed Implementing Program**

The City shall enact an ordinance to provide for ministerial permitting of housing development projects on sites owned by a local education agency.

**Qualifying projects:** Projects shall meet the following qualifications:

- The project shall meet all requirements of AB 2295, including but not limited to:
  - The project is on an infill site as defined by AB 2295;
  - The project qualifies as an allowable use under AB 2295;
  - The project meets the density and height standards applicable under AB 2295; and
  - The project meets other objective development standards applicable under AB 2295.
- The project shall not be sited on habitat for endangered, rare or threatened species; farmland of statewide and local importance; wetlands; earthquake/ seismic hazard zones; federal, state, and local preserved lands, NCCP and HCP plan areas, and conservation easements; riparian areas; Department of Toxic Substances Control (DTSC) facilities and sites; landslide hazard, flood plains and, floodways; and wildfire hazard as determined by the Department of Forestry and Fire Protection.
- The project does not require demolition of deed-restricted affordable units, rent-controlled units, or historic structures on a national, state, or local register and will not use a mobilehome site.
- The project does not require subdivision.

**Application:** The City shall notify a sponsoring employer within 60 days of submission whether or not an application meets objective zoning standards. Absent such notice, applications shall be deemed to meet objective zoning standards.

**Design Review:** The City shall notify a sponsoring local education agency within 90 days of submission whether or not an application meets objective design review standards. Absent such notice, applications shall be deemed to meet objective design review standards.

**Expiration:** Approvals shall expire within 3 years unless vertical construction is in progress. A one-year extension may be granted if the employer sponsor demonstrates significant progress such as applying for a building permit.





**APPENDIX**

# **OUTREACH MATERIALS**

## Table of Contents

<b>Overview of Community Outreach .....</b>	<b>G-1</b>
<b>Listening Session Summaries .....</b>	<b>G-3</b>
<b>February 21, 2023 Joint Study Session Presentation .....</b>	<b>G-11</b>
<b>Community Survey Mailer #1 and #2 .....</b>	<b>G-54</b>
<b>Pop-Up Outreach Summary .....</b>	<b>G-56</b>
<b>Community Survey Outreach Poster .....</b>	<b>G-57</b>
<b>Community Survey Report.....</b>	<b>G-61</b>
<b>June 20, 2023 Joint Study Session Presentation .....</b>	<b>G-235</b>

## Overview of Community Outreach

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Community involvement is an integral component of the Housing Element process. The City of Monterey employed a range of public outreach and engagement strategies to solicit meaningful community input that has informed the 2023-2031 Housing Element. These strategies included targeted community listening sessions, decision-maker meetings, mailers, pop-up outreach at popular locations around town, an online survey, as well as ongoing communication with the community online at the project's website. A summary of these engagement activities is described below.

### **“LISTENING SESSION” FOCUS GROUP DISCUSSIONS**

At the outset of the process, the City hosted a series of listening sessions with property owners, community group representatives, local architects, and others to gather information on housing needs and preferences, as well as opportunities and constraints to residential development in Monterey (page G-1). In total, 12 listening sessions were held over the course of December 6-8, 2022, at the Monterey Conference Center. Participants included representatives from Monterey Unified School District, Monterey Bay Aquarium, Naval Postgraduate School, U.S. Army (Defense Language Institute), hospitality and service employers, downtown property owners, architects who have designed/built ADUs in Monterey, and residents. Participant feedback from these groups helped inform program of actions in the Housing Element, including Multi-Family Residential Overlay Amendments (Program 1-B), Permit Streamlining Pilot Project to fast-track infill housing development in core areas of the city (Program 1-D), and Education Workforce Housing Overlay to permit housing development by right up to 30 du/ac on urban infill sites owned by Monterey Peninsula Unified School District (Program 1-E). These programs tackle development feasibility and can be found in detail in Chapter 4 Housing Action Plan.

### **CITYWIDE MAILERS**

The City sent postcards to every household in Monterey at two key points in the process to help to raise awareness of the project and the process and keep community members informed of status and key dates (page G-49). The mailers announced the launch of the community online survey that helped inform the sites inventory, as well as dates/times of community open house meetings.

### **POP-UP OUTREACH**

Using a “go to them” strategy to raise awareness of the project and provide community members with additional in-person opportunities for input, City staff conducted pop up events in March and April 2023 at locations where community members gather, such as the Del Monte Farmer's Market, Monterey Public Library, Captain + Stoker, and the Alvarado Farmer's Market (page G-51). The events were structured as “chalk board chats” that provided community members with opportunities to learn about the project and share quick feedback about housing strategies and programs in the Housing Element. Pop-up outreach events targeted service and hospitality workers, as well as lower-income wage earners who work in Monterey to learn about their housing experiences. The events were also an opportunity to hand out postcards advertising the community online survey.

### **COMMUNITY ONLINE SURVEY**

In order to gather community input to inform updates to the Housing Element, an online survey was conducted March 1, 2023, to April 30, 2023. The survey focused in particular on eight areas of Monterey with the greatest potential to accommodate new housing or other types of development in the coming years, and the questions were designed to solicit feedback that will help plan where new housing, employment,

and shopping should be located and how to achieve other community objectives like improving transportation options, revitalizing older commercial streets, and preserving and enhancing neighborhood character. The survey provided residents with an opportunity to help identify and evaluate strategies for accommodating housing that informed the sites inventory and helped the City meet the legal requirements for the Housing Element. The survey was promoted via the City's website and email blasts to community members, citywide mailers to all households in Monterey, as well as posters and newspaper (page G-52). In total, 1,068 respondents participated in the survey. A full survey report can be found on page G-56.

## **COMMUNITY OPEN HOUSE**

A community open house will be held on August 7, 2023, within the 30-day public comment period on the Draft Housing Element, to provide community members with an opportunity to review and share input on the content of the Draft Housing Element. The event will feature a series of stations on topics in the Draft Housing Element including housing barriers, sites inventory, workforce housing, fair housing, and emergency preparedness and response. Participants will be able to visit as many stations as they'd like and provide input at each interactive activity. The meeting will also provide community members with an opportunity to comment on the scope and content of environmental issues that will need to be considered in the environmental impact report (EIR).

## **DECISION-MAKER REVIEW**

A presentation was held on February 21, 2023, before the Planning Commission and City Council to report on the progress of Monterey 2031 project (page G-6). This presentation covered Monterey's Regional Housing Needs Allocation (RHNA) requirement, the housing demand versus water supply, and overview of Housing, Safety, and Land Use Elements. Further, a series of study sessions before the Planning Commission and City Council were held on June 13 and 20, 2023, as the components of the Housing Element were developed and refined, to provide additional opportunity for public input and decision-maker review (page G-230). These presentations introduce several areas of the City with the greatest potential to accommodate new housing, an assessment of the capacity for new housing in each area, based on State site suitability guidelines and potential strategies to facilitate development in the area.

## **WEB AND SOCIAL MEDIA**

A webpage was created on Have Your Say Monterey website to serve as a one-stop information portal for the Housing Element Update. The webpage was regularly updated throughout the course of the project to provide contextual information on legal requirements and key concepts and housed draft documents for public review. Updated content was posted to the City website and on social media regularly to keep the community informed of progress.



## M E M O R A N D U M

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To: Christy Sabdo, City of Monterey  
From: Karen Chavez, Planner, and Andrew Hill, Principal  
Re: Listening Sessions Summaries  
Date: January 6, 2023

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Dear Christy:

This memo summarizes the fourteen listening sessions held between December 6, 2022, to December 8, 2022. In these summaries, I highlighted constraints and opportunities heard by the participants in the session, without attributing them to a specific person. I am happy to make further edits based on City input. Thank you!

### **Session #1 December 6, 2022, 9am**

A major challenge and overall theme of the listening sessions is the lack of water supply available for residential development. Opportunities mentioned by participants include research of local case studies of workforce housing, such as Pebble Beach and Cannery Row, looking at various non-traditional alternatives such as tiny homes and assisted living quarters, as well as the reuse of Ford Ord property. North Fremont can also be possible opportunity site for housing, though participants expressed not wanting community to feel like they have been targeted or dumped on. Participants expressed curiosity in state and federal funds to bridge the gap in the housing market and the vulnerability of the city. Participants also stressed the importance of putting faces to the people that are in most need of affordable housing, such as hospitality and service workers.

### **Session #2 December 6, 2022, 10am**

Participants outright mentioned the water supply is a major constraint in the development of housing. Other challenges Monterey faces are wildfire and sea level rise hazards. Participants mentioned various housing opportunities such as locations near North Fremont, Franklin Street, and the Downtown core. They mentioned various living trends that can be opportunities, such as co-living, age-in-place, intergenerational households, and junior accessory dwelling units. Participants hope to desegregate income groups and research further inclusionary requirements versus inclusionary incentives. Lastly, participants suggested having online survey being distributed via flyers for residents to fill out their thoughts and concerns on housing.

### **Session #3 December 6, 2022, 11am**

Participant in this session mentioned various constraints to housing in Monterey, which include the traffic (near Downtown), patterns of roadway, and circulation in general. Participant expressed interest in developing two properties along Del Monte Avenue, which could be suitable for market-rate apartment for demographics in need, specifically nurses, and doctors at CHOMP, students and faculty at the Naval Postgraduate School, students at Middlebury Institute, and folks that live in

Downtown. Participant expressed opportunities for housing all over Monterey, such as the Bank of America building, McGraw Hill, land around Ryan Ranch, North Fremont, and Old Eddy's restaurant.

#### **Session #4 December 6, 2022, 1pm**

Participants in this session heavily emphasized that “water supply, density, and property” were the biggest constraints to housing development. Participants noted that housing is needed the most by people who can't afford to live where they grew up, folks living on fixed-incomes, and hospitality and service workers. When asked where opportunities for housing are, some suggested property near North Fremont specifically near Motel 6 and CVS, hangars by the airport that could potentially be converted to residential, near car wash, and on underutilized site by McDonald's. Participants also mentioned a variety of methods to either incentivize housing or inform the community. These suggestions include retrofitting and electrification [of existing housing stock], lot splits, having contractors teach the public about development, housing programs such as co-living situations with single room and a shared kitchen, as well as sending flyers to residents on various housing solutions.

#### **Session #5 December 6, 2022, 2pm**

Participants in this session recurrently noted the bar is too low for appeals in the development process, which add barriers to housing. Participants also mentioned that the point of entry for housing in Monterey is high because of the military population that tend to bring the cost of housing up. Participants mentioned the amount of youth homeless population in the Monterey, which led to the conclusion that some type of state and local partnership is needed to combat this. Participants also noted parking is an issue for residential development, particularly for areas that have little parking left. Following this, participants expressed a variety of opportunities for housing development, such as enhancing buildings that are already in use, setting objective design standards, and minimizing the number of hearings for development. Additionally, when asked where they saw areas of opportunity in Monterey, participants expressed lands down by the cemetery and the sport center, as well as the potential to upzone and develop the Del Monte Shopping Center. Participants also mentioned that development of accessory dwelling units can be more flexible, specifically for existing non-conforming structures. Lastly, participants expressed how expensive it is to build a residential unit, expressed interest in the City of Salinas' blue code committee that the City can explore and emphasized the amount of additional grocery, fuel, and site drainage that is needed to develop residential units. A participant mentioned agriculture housing in the City of Greenfield that can serve as an example of workforce housing.

#### **Session #6 December 6, 2022, 3pm**

In this session, the participant mentioned that ethnic minorities such as Latino and African Americans are special needs groups in Monterey. The participant also mentioned major constraints to housing such as the cost of living and wages, lack of housing stock for service workers (teachers and folks working at CHOMP), and the linguistic isolation people may face in the community. Participant also mentioned the suggestion to explore a vacancy tax in the city as well.

**Session #7 December 6, 2022, 7pm**

Participants in this session expressed various communities that need housing in Monterey, such as people who work in the hospitality sector, older folks who no longer can afford to live here, and younger people (about mid 30's) who cannot afford a home. Participants also expressed the difficulty of hiring workers because they cannot afford to live in Monterey, or their commute is too long/far. Participants conveyed multiple opportunities and alternatives to housing, such as exploring the Ford Ord Reuse Plan, developing accessory dwelling units, live-work spaces (such as the Cannery Row hospitality apartments), and banning Airbnb. Participants also showed opportunity around the Lake El Estero because it is so close to transit, underutilized parcels next to McDonalds, as well as Garden Road near the airport. Lastly, participants communicated that Monterey needs mixed-income housing, corrective housing, housing with some character, and starter homes. A participant mentioned the housing in East Garrison as an example to look at.

**Session #8 December 7, 2022, 9am**

In this session, participants expressed various constraints in the housing market in Monterey. These constraints include the reoccurring water supply, lack of sense of urgency/no sense of completion, “red tape,” discretionary review process, and highly historic location, which limits development. Additional challenges include multiple hearings from City Council and Planning Commission, fees by the CDWF, City and County, as well as the process of California Environmental Quality Act (CEQA). Participants frequently mentioned the need to up the density in Monterey to attain the RHNA numbers, as well as focusing on Garden Road, Ryan Ranch, and Ford Ord to put residential development. Participants did comment that the City of Monterey staff is very friendly.

**Session #9 December 7, 2022, 11am**

Participants mentioned Monterey needs workforce housing for hospitality workers, people who need to commute to Monterey for work, teachers, as well as faculty at the Naval Postgraduate School/Defense Language Institute. Participants expressed various opportunities to develop housing in Monterey, such as encouraging major employers to partner with developers to develop housing, offering underused hotel units for employees, accessory dwelling units provided by churches, and encouraging Monterey Peninsula College to build housing. Participants also mentioned the idea the City spearheading a matching system for roommates, for those who need a room and residents who have available bedrooms in their home. Participants listed Cass Street, Lake El Estero, Garden Road, North Fremont, and Lighthouse for locations for housing. Participants also expressed interest in exploring the development of commercial uses to residential units. There was enthusiasm about revitalizing the North Fremont area and revamping business around the area. Participants expressed residents may fear not knowing what development could look like, to which other participants mentioned there could be renderings made and visual preference survey sent beforehand.

**Session #10 December 7, 2022, 1pm**

Participants noted that there is a need for affordable, workforce housing, which prompted a discussion on what constitutes or defines “workforce housing.” Following this, participants emphasized that low-income households are most in need of housing in Monterey. Participants described MidPen Housing’s activity in the City of Monterey, detailing the process of developing a

19-unit project for seniors. Participants described the hurdles in developing housing, such as the environmental constraints, funding sources, parking, stormwater management, and various documents needed for due diligence. Participants mentioned that City of Santa Cruz has a loan program for homeowners wanting to build an accessory dwelling unit, which could facilitate development and could be an opportunity for Monterey. Participants also suggested looking into housing fund examples from Capitola and Santa Cruz.

#### **Session #1 | December 7, 2022, 3pm**

Participants in this session echoed the need for housing for hospitality and service workers, the challenge of traffic with additional units, and sea level rise. Participants also discussed what would climate change look for the city, such as flooding near the coast, looking out for wildfire zones, and thinking about alternative evacuation routes. Participants suggested informing the community beforehand about natural hazards and what to do if they arise. Throughout the conversation, participants conveyed many opportunities they see for housing in Monterey, like revamping the Highway 68 Specific Plan, building in Downtown and Lighthouse, and partnering with major employers of the area. Participants also mentioned developing pre-approved ADU plans, setting objective standards, and documenting where water credits are available in the City. Lastly, participants suggested there be a focus group held for people who work in the City of Monterey but don't live here, for additional insight into housing needs.

#### **Session #12 December 8, 2022, 9am**

Participants discussed various challenges to housing that were specific to their industry. Though CHOMP does provide some temporary units for their employees, it is not meant for long-term, and it is not enough for the demand. Again, various participants echoed the theme that workers are not able to afford to live in Monterey. Participants expressed the frustration of recruitment and retainment of employees because of housing; moreover, because it is undermining the economic foundation of the City and region. Similarly, it is difficult to retain teachers as there is about 20% turnover year to year in the school district. School district is looking into purchasing land to break into the housing market, though it is proving to be difficult. Many students and families in the school district are facing homelessness and overcrowding. A participant suggested a safe parking program, where families can park their car safely between the hours of 7am to 7pm, which can respond to challenges of homeless youth. Participants frequently reiterated the importance of housing to employees' mental health and expressed urgency for the City's housing crisis. Participants conveyed multiple opportunities for housing, such as higher density, developing in urban cores, creating some type of matchmaking for eligible seniors or singles who need an open room, as well as pre-approved accessory dwelling unit plans by the City, and converting commercial to residential use.

#### **Session #13 December 8, 2022, 10am**

Participants had questions about the process of RHNA allocation for Monterey and if the water supply would be available for the amount of housing units Monterey has to plan for. Participants mentioned that Navy doesn't offer housing, so many personnel ends up living far and commuting into the Peninsula. Participants did mention that military personnel can live at La Mesa and Ord Military Communities, pending availability, and usually move from another location to the



Monterey Peninsula area for their line of work. Participants also emphasized two major concerns from the session, which include sea level rise and the need for a shelter for men.

#### **Session #14 December 8, 2022, 11am**

In this session, the participant echoed many of the themes heard throughout the sessions, such as how difficult it is to afford a place to rent or own in Monterey. Many hospitality workers in general often commute long and from far because of the cost of living. Participant mentioned various opportunities to create housing, such as churches with large parking lots, shopping centers that may be abandoned or underutilized, as well as underused office/commercial that can be converted to residential. Participant was fairly on board with accessory dwelling units, though did express concern over parking.

#### **Overall Listening Sessions Summary**

The Community Development Department and planning consultant, Dyett and Bhatia, held fourteen listening sessions, between December 6, 2022 and December 8, 2022, to connect with community members and provide a forum for members to learn about the Monterey 2031 General Plan Update. Held at the Monterey Conference Center, each listening session garnered discussion on topics such as housing, land use, community character, climate resilience, and emergency preparedness. Approximately fifty-six (56) individuals, including community members, professionals, land holders, housing developers and service providers, property managers, on-profit leaders, military liaisons, and interested residents participated in the sessions. The summaries below highlight the constraints and opportunities heard by the participants in each session. Recordings of the session are available in the title for each session.

Overall, the following are common themes/input expressed during the sessions:

##### Needs:

- State and local partnerships are needed to combat the youth homeless population in the Monterey.
- Housing is needed the most by people who can't afford to live where they grew up, people living on fixed-incomes, and hospitality and service workers.
- Addressing the need for affordable housing for hospitality and service workers.
- Increase density in Monterey to attain the RHNA numbers.
- Participants hope to desegregate income groups and research further inclusionary requirements versus inclusionary incentives.
- Participants mentioned Monterey needs workforce housing for hospitality workers, people who need to commute to Monterey for work, teachers, as well as faculty at the Naval Postgraduate School/Defense Language Institute.
- Need for mixed-income housing, corrective housing with some character, and starter homes. A participant mentioned the housing in East Garrison as an example to look at.
- Participants suggested raising awareness in the community about natural hazards and what to do if they arise.
- Need housing in Monterey for people who work in the service industry and hospitality sector, older people who no longer can afford to live here, and younger people (about mid

30's) who cannot afford a home. Emphasis that low-income households are most in need of housing in Monterey.

Challenges/Constraints:

- Lack of water supply is a major constraint to development of housing. In addition to water supply, density and property were noted as large constraints to housing development.
- Perceived lack of sense of urgency on behalf of the City; no sense of completion.
- Impacts to traffic (near Downtown), roadway patterns, and circulation in general.
- Discussion of what climate change would look like for the city, such as flooding near the coast, sea level rise, looking out for wildfire zones, and thinking about alternative evacuation routes.
- Major constraints to housing include cost of living and wages, lack of housing stock for service workers (teachers and people working at CHOMP), and the linguistic isolation people may face in the community.
- Difficulty of hiring workers because they cannot afford to live in Monterey, or their commute is too long/far.
- Participants expressed residents may fear not knowing what development could look like, to which other participants mentioned there could be renderings made and visual preference survey sent beforehand.
- Hurdles to developing housing:
  - Parking requirements, particularly in areas that have little parking left
  - “Red tape”; discretionary review process
  - Multiple hearings from City Council and Planning Commission, fees by the California Department of Fish and Wildlife (CDFW), City and County, as well as the process of California Environmental Quality Act (CEQA).
  - Highly historic location, which limits development
  - Bar is too low for appeals in the development process
  - Expensive to build a residential unit
  - The additional amount of amenities needed when developing residential housing, such as additional grocery stores, more fuel stations, and site drainage.
  - Environmental constraints, funding sources, parking, stormwater management, and various documents needed for due diligence.

Opportunities:

- Non-traditional alternatives for housing such as tiny homes and assisted living quarters.
- Enhance buildings that are already in use to accommodate housing.
- Various living trends that can be opportunities, such as co-living, age-in-place, intergenerational households, and junior accessory dwelling units.

- Encouraging major employers to partner with developers to construct housing, offering underused hotel units for employees, accessory dwelling units provided by churches, and encouraging Monterey Peninsula College to build housing.
- Interest in providing market-rate apartments for demographics in need, specifically nurses, and doctors at CHOMP, students and faculty at the Naval Postgraduate School, students at Middlebury Institute, and folks that live in Downtown.
- Local case studies of workforce housing, such as Pebble Beach and Cannery Row.
- Live-work spaces (such as the Cannery Row hospitality apartments).
- Developing additional accessory dwelling units.
- Exploring the development of commercial uses to residential units.
- The idea of the City spearheading a matching system for roommates, for those who need a room and residents who have available bedrooms in their home.
- Streamline housing development project in Monterey:
  - Setting objective design standards and minimizing the number of hearings for development.
  - Accessory dwelling units can be more flexible, specifically for existing non-conforming structures.
  - Agriculture housing in the City of Greenfield that can serve as an example of workforce housing.
- Potential opportunity sites for housing:
  - Along North Fremont Street, including the site of former Eddie's restaurant (2200 North Fremont), near Motel 6, CVS and car wash; and revamping businesses in this location as well
  - the Downtown core (including Franklin Street, Bank of America building, underutilized sites by McDonalds and Lake El Estero; and the Monterey Sports Center)
  - Garden Road
  - McGraw Hill
  - Convert hangers at the airport to residential
  - Land around Ryan Ranch
  - Reuse of Fort Ord property
  - Potential to upzone and develop the Del Monte Shopping Center
  - Cass Street
  - Lighthouse Avenue
  - Revamping the SR68 Plan

Other Suggestions:

- City should look into state and federal funds to bridge the gap in housing market and vulnerability of the City.
- Participants also mentioned a variety of methods to either incentivize housing or inform the community. These suggestions include retrofitting and electrification [of existing housing stock], lot splits, having contractors teach the public about development, housing programs such as co-living situations with single room and a shared kitchen, as well as sending flyers to residents on various housing solutions.

- Participants expressed interest in the City of Salinas' Blue Zones Project and suggested the City explore this type of opportunity in the City.
- Participants mentioned that City of Santa Cruz has a loan program for homeowners wanting to build an accessory dwelling unit, which could facilitate development and could be an opportunity for Monterey. Participants also suggested looking into housing fund examples from Capitola and Santa Cruz.
- Suggestion to explore a vacancy tax.





# City of Monterey

City Council / Planning Commission Joint Study Session

Monterey 2031 Project Update

February 21, 2023



# Important Moment

When we look back in Monterey's history, there are moments where the City defined its future.

This is one of those moments.



## Why?

- Unprecedented housing need
- Plan for 3,654 housing units
- Climate Change



# **Regional Housing Needs Assessment**

***AMBAG Regional Approach***



# RHNA Allocation – Regional Approach

Appendix A: Final AMBAG 6<sup>th</sup> Cycle RHNA Allocation

## AMBAG RHNA Methodology Summary

Region	Income Group Totals				RHNA
	Very Low	Low	Mod.	Above Mod.	Total
Region	7,868	5,146	6,167	14,093	33,274
Monterey County					
Carmel-By-The-Sea	113	74	44	118	349
Del Rey Oaks	60	38	24	62	184
Gonzales	173	115	321	657	1,266
Greenfield	101	66	184	379	730
King City	97	63	178	364	702
Marina	94	62	173	356	685
Monterey	1,177	769	462	1,246	3,654
Pacific Grove	362	237	142	384	1,125
Salinas	920	600	1,692	3,462	6,674
Sand City	59	39	49	113	260
Seaside	86	55	156	319	616
Soledad	100	65	183	376	724
Unincorporated Monterey	1,070	700	420	1,136	3,326
Santa Cruz County					
Capitola	430	282	169	455	1,336
Santa Cruz	859	562	709	1,606	3,736
Scotts Valley	392	257	154	417	1,220
Watsonville	283	186	521	1,063	2,053

Monterey's #s Are the Result of a Regional Methodology

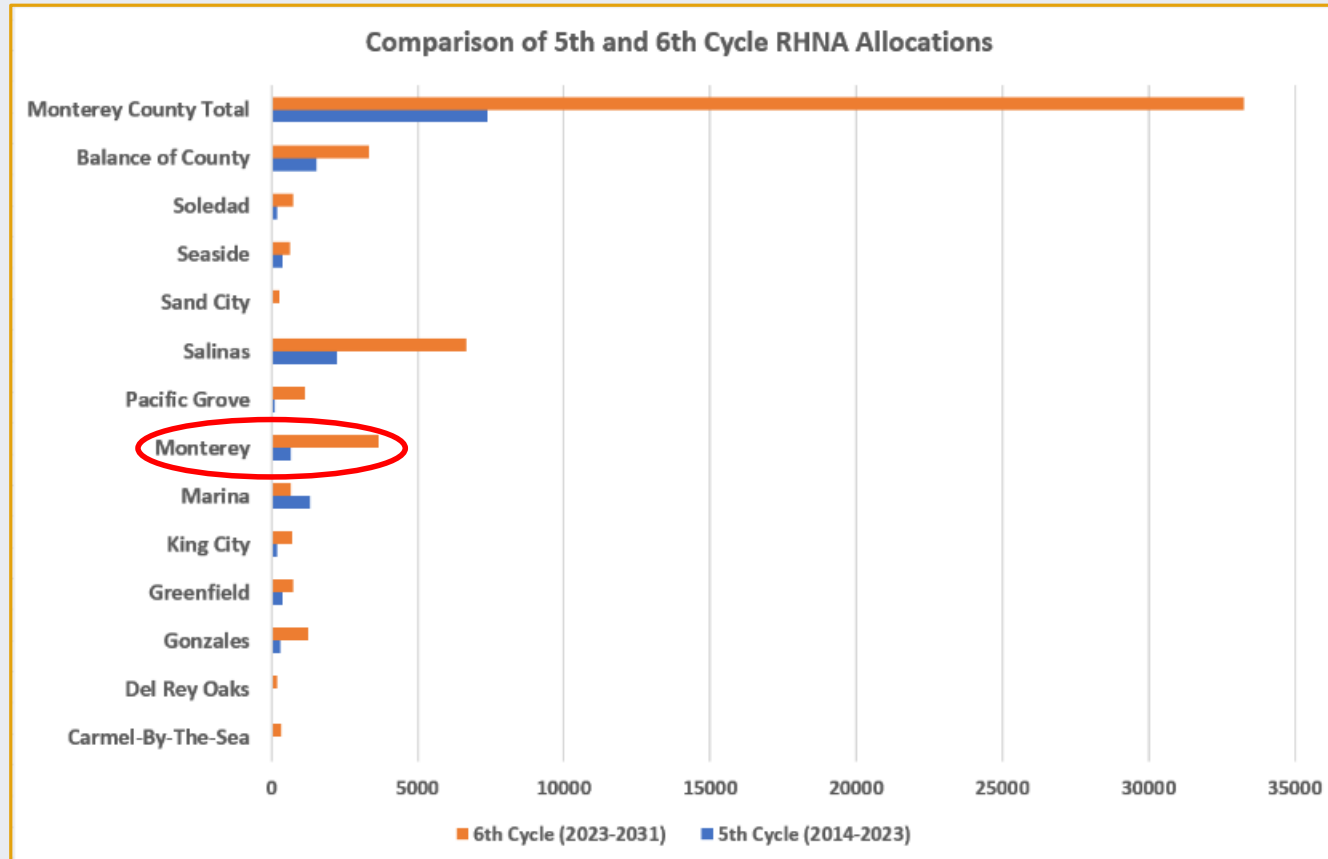
- Housing (202)
- Jobs (428)
- Jobs/Housing Imbalance (1,396)
- Transit (87)
- Resiliency (48)
- Racially Concentrated Areas (1,493)

Pop. (2021) RHNA (6<sup>th</sup> Cycle)

Monterey 29,874 3,654

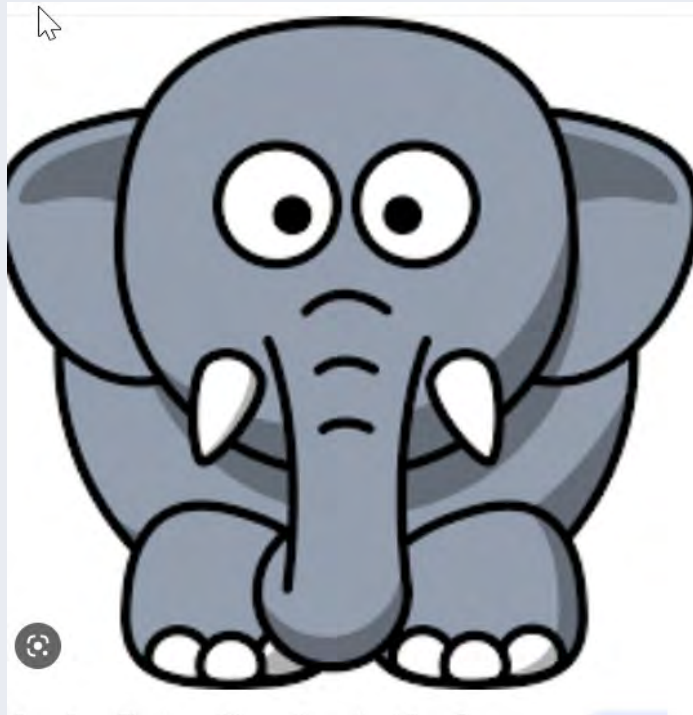
Santa Cruz 61,950 3,736

# RHNA Allocation – Regional Approach



# Elephant in the Room

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# Adequate water supply for RHNA?

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*MPWMND Water Demand Forecast does not include the City's full RHNA allocation.*

RHNA	2045 MPWMD Water Demand Projections	Not included in MPWMD water projections
7,819 new residents	1,469 new residents	6,350 new residents
	4,520 new jobs	

# 6<sup>th</sup> Cycle Housing Element Requirements

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- The State, HCD, does not require jurisdictions to act as a developer and construct 3,654 housing units by 2031.
- The City is only required by the State to accommodate this increased capacity of housing units in the 6<sup>th</sup> Cycle Housing Element update.
- However, the 6<sup>th</sup> Cycle Housing Element requirements are in response to California's housing challenges.



# California Housing Challenges

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- Not enough housing being built
- Increased inequality and lack of opportunities
- Too much of people's incomes going toward rent
- Fewer people becoming homeowners
- Disproportionate number of Californians experiencing homelessness
- Many people facing multiple, seemingly insurmountable barriers – beyond just cost – in trying to find an affordable place to live

Source: HCD



# City's Strategic Priorities - 2023

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## ***Affordable Housing***

- Value Driver #5: Champion regional and local efforts to secure adequate, affordable, and sustainable water sources for the city, now and into the future.

## ***Water Supply***

- Value Driver #6: Support efforts and policies that provide equitable access to affordable housing in Monterey and the region.
- 

# Presentation Outline

- What is the Monterey 2031 Project?
- Overview of Housing, Safety, and Land Use Element Requirements
- Approach to the project
- Timing and next steps





# **What is the Monterey 2031 Project?**



# Project Components

Housing Element

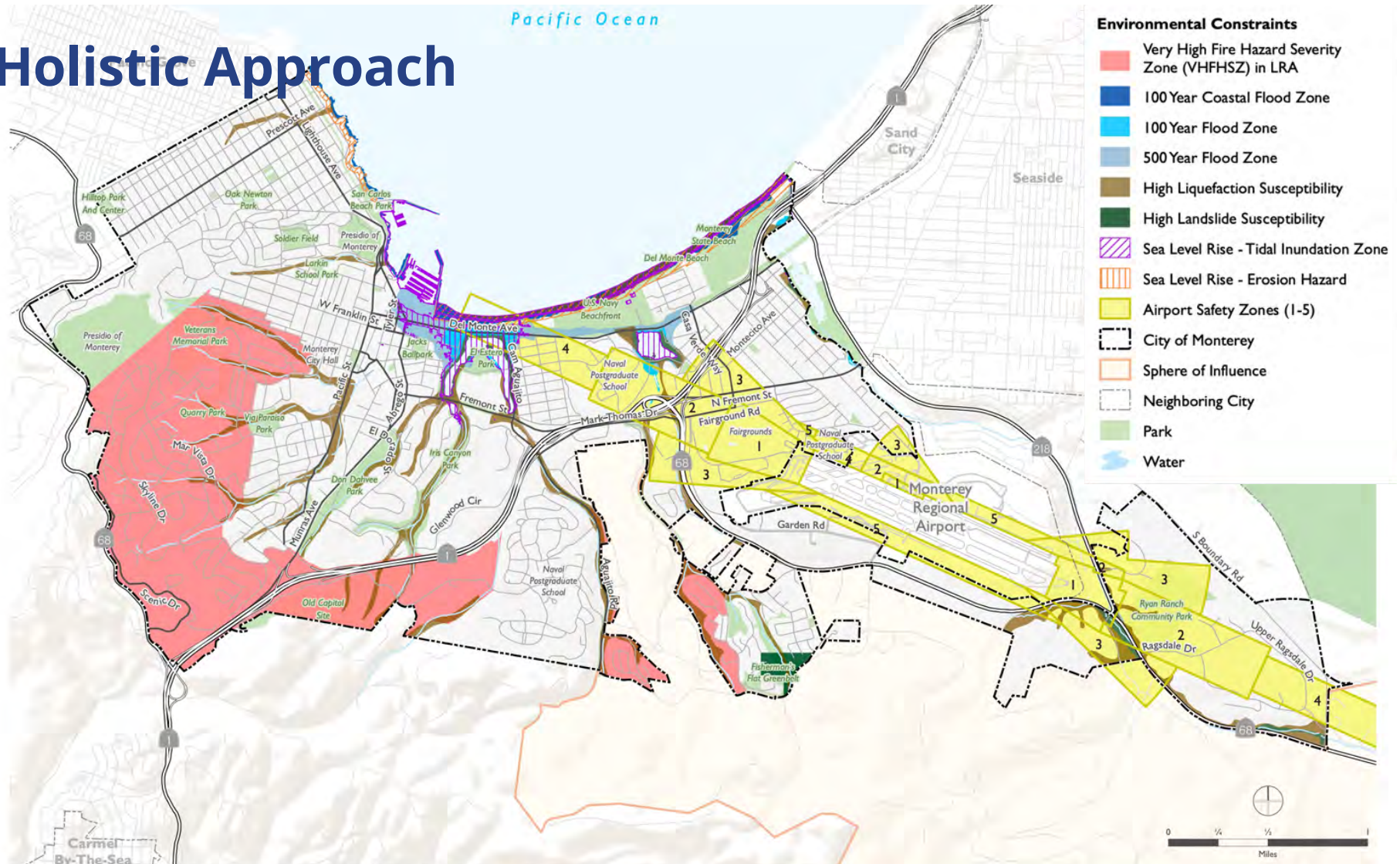
Safety Element

Land Use Element





# Holistic Approach



Data Source: CAL FIRE Fire Hazard Severity Zones in LRA, 2008; National Flood Hazard Layer, FEMA 2017; Liquefaction Data, County of Monterey, 2014; Landslide Layer, County of Monterey, 2018; Monterey Regional Airport Land Use Compatibility Plan, 2019; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

# Water Supply

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- Water supply is a critical impediment to new housing
- Supply constraint addressed through a separate process
- Objective:
  - Update the General Plan to satisfy legal requirements and have it ready to implement when water becomes





# **Housing, Safety, Land Use Element Requirements**



# What is a Housing Element?

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- State-mandated element
- City's plan for addressing local housing needs
- Updated on an 8-year cycle
- Subject to statutory requirements
- Mandatory review by Dept. Housing & Community Development (HCD)

# Key Housing Element Components

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- Inventory of available sites for housing
- Projection of realistic capacity
- Assessment of housing needs, constraints, and “fair housing” issues
- Program of implementing actions





# What is RHNA?

- RHNA = Regional Housing Needs Allocation
- Total number of new housing units that City must plan to accommodate for 2023 – 2031 cycle
- Separated into four affordability levels:
  - Very Low < 50% area median income (AMI)
  - Low 50 – 80% AMI
  - Moderate 80 – 120% AMI
  - Above Moderate > 120% AMI
- Monterey County AMI = \$90,100 (family of 4)



# RHNA Process

- State determines the housing need for each region of California, based on projected population and other factors (rates of vacancy, overcrowding, cost-burden)
- For the Monterey Bay Area region, AMBAG then allocates housing targets for each jurisdiction, based on factors such as access to jobs, good schools, healthy environment
- AMBAG developed methodology and allocations with input from jurisdictions between 2021 and 2022



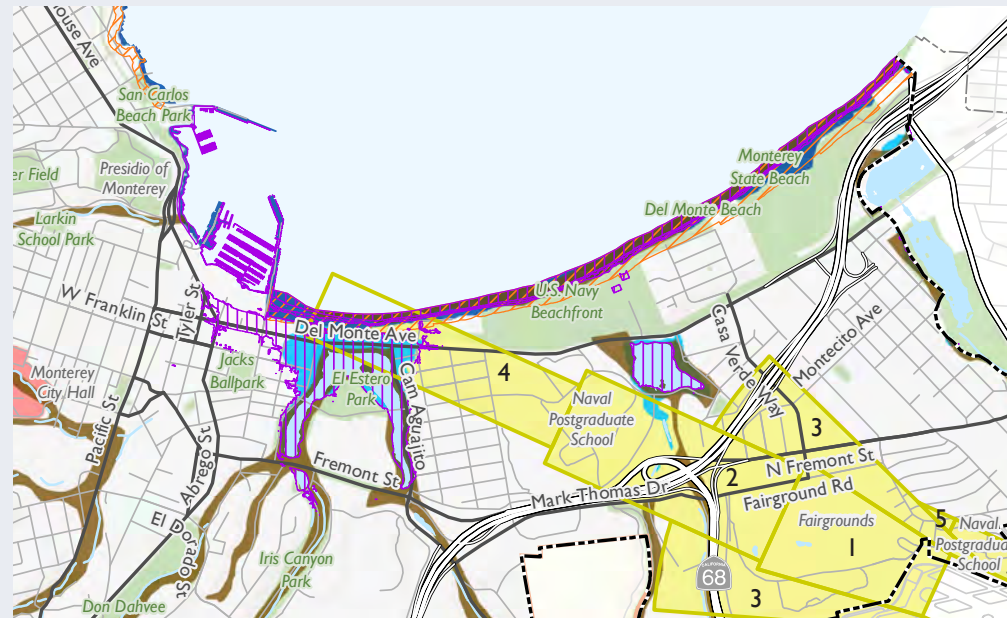
# RHNA Allocation

Monterey RHNA Allocations					
CYCLE	VERY LOW INCOME (<50% of Area Median Income)	LOW INCOME (50-80% of Area Median Income)	MODERATE INCOME (80-120% of Area Median Income)	ABOVE MODERATE INCOME (>120% of Area Median Income)	TOTAL
Sixth 2023-31	1,177	769	462	1,246	3,654



# Accommodating RHNA

- City is required to zone for sufficient capacity to meet RHNA
- Special requirements for lower income RHNA sites
  - Site size parameters
  - Absence of environmental constraints
  - Proximity to transit
  - Availability of utilities





# Multi-Pronged RHNA Strategy

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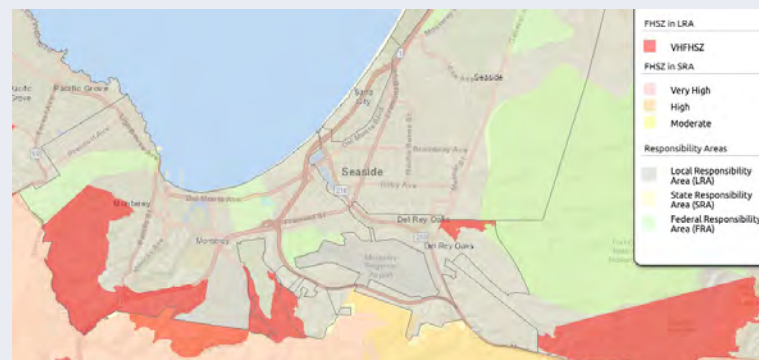
- To meet RHNA obligations Monterey will need to explore various strategies
  - Infill development
  - Housing at Fort Ord and Ryan Ranch
  - ADUs/JADUs
  - Senate Bill 9 housing
  - Congregational overlay





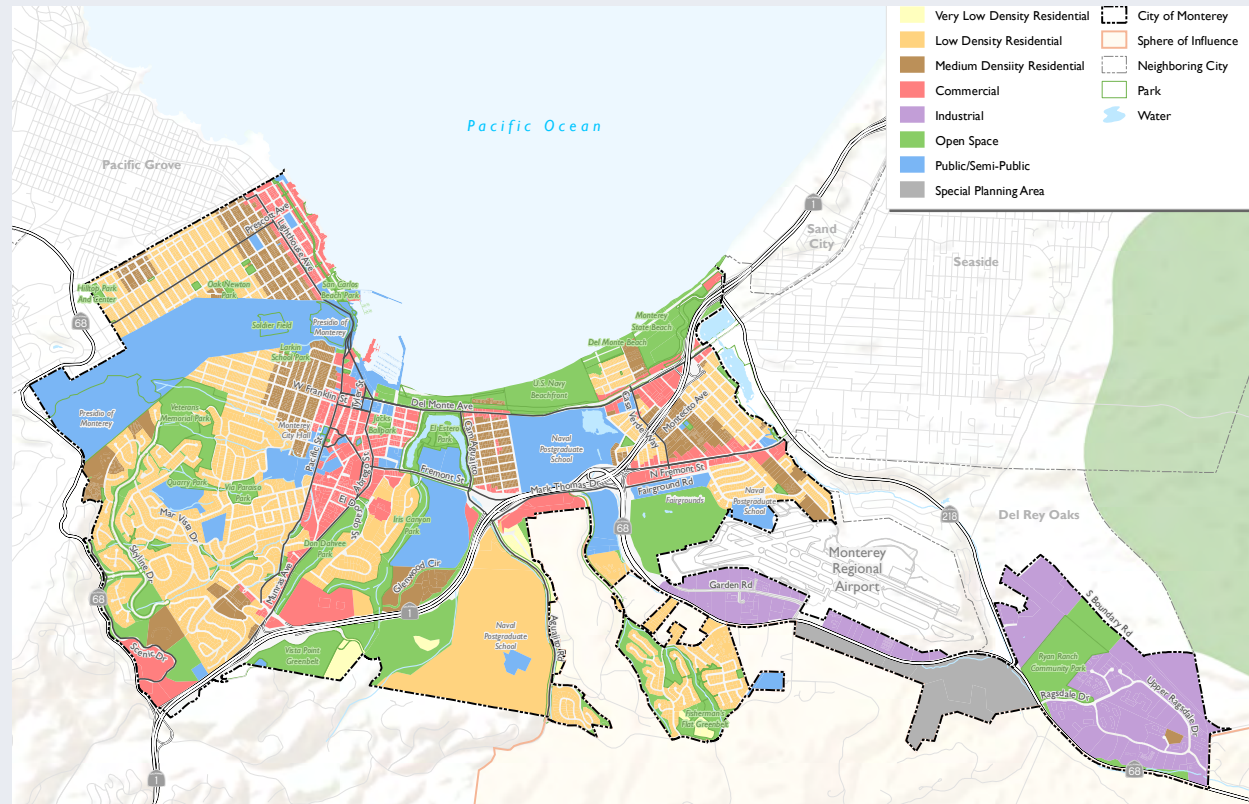
# Safety Element Update

- Update of the Housing Element triggers statutory requirement to update the Safety Element
- Must incorporate newer data on natural hazards and climate resilience, additional analysis of emergency access
- Countywide Local Hazard Mitigation Plan includes additional required information, which can be referenced and incorporated
- Supplement with GIS-based analysis of evacuation routes and propose new policies



# Land Use Element Update

- Review and update land use standards and policies as needed to accommodate RHNA plan





**Community Engagement**

# Community Engagement Objectives

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- Inform, engage, and solicit input from a broad range of community members throughout process
- Raise awareness of Housing Element requirements in the community
- Use input received to shape housing strategies, ensuring content reflects community values and priorities
- Provide opportunities for community review and refinement



# Community Engagement Methods

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- Community Listening Sessions
- Pop Up Outreach
- Youth-led survey
- Community Workshops
- Interactive, online survey
- Web and social media engagement
- Public hearings





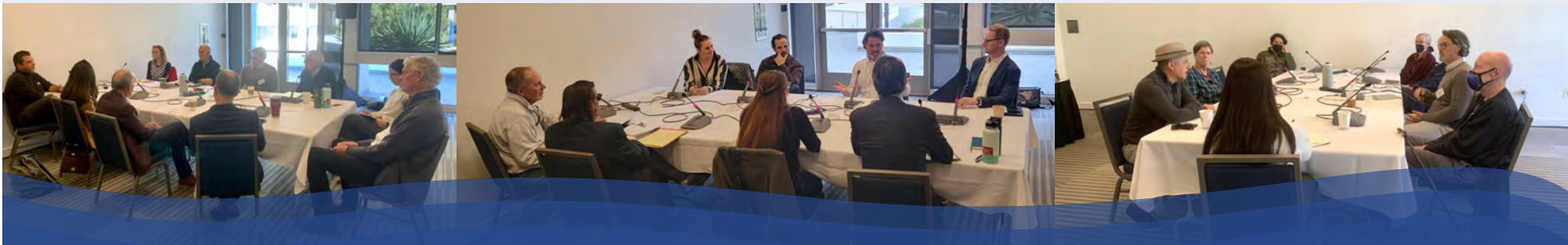
# Community Listening Sessions - Recap

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- Held December 6-8<sup>th</sup> at Conference Center
- Participation from a wide variety of groups: architects, builders, neighborhood residents, major landowners, major employers, and others

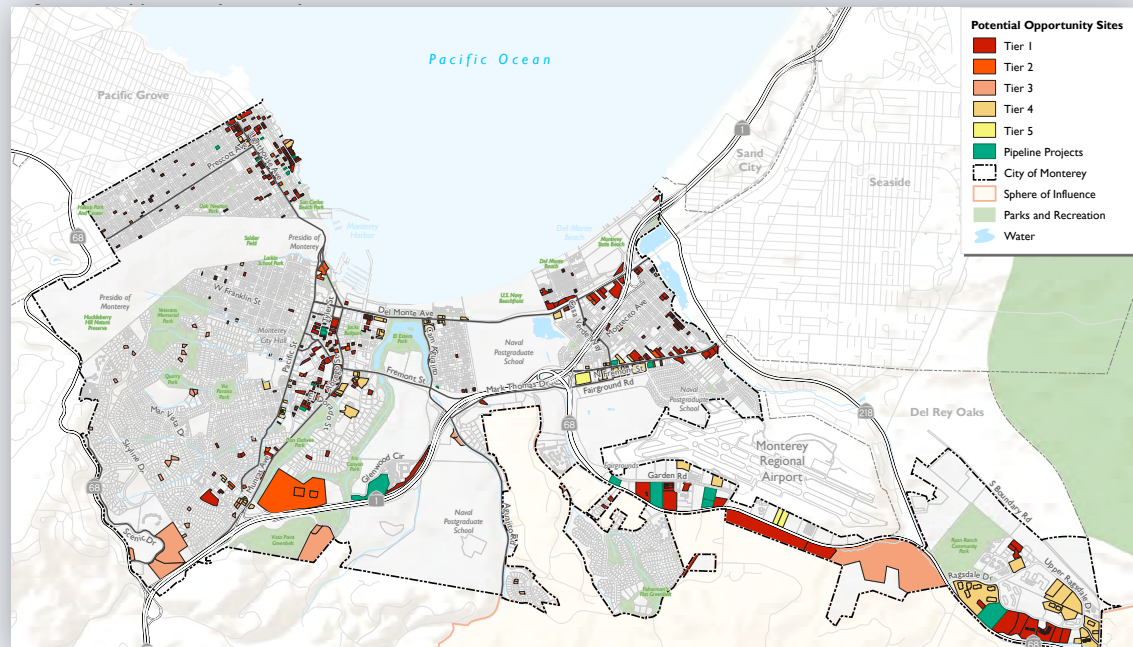
## Key themes:

- Monterey's housing needs are broad - hospitality/service workers, homeless youth, young families, seniors
- Lack of adequate housing undermines economic vitality, community health, and social fabric
- Regulations and process requirements are getting in the way
- Need to build an understanding in the community of what it takes to get housing built
- Urgent action is required to jump start housing construction
- Strategy should prioritize "low hanging fruit" AND plan for longer term
- Regional cooperation needs to be part of the housing solution
- In fill development is an opportunity to revitalize older commercial areas
- Parking in neighborhoods and commercial areas must be addressed as we plan for more housing



# Outreach Underpinned by Analysis

- Site feasibility analysis
- Assessment of constraints to housing development
- Emergency evacuation capacity analysis
- Best practices and precedent projects to help visualize possibilities



# Analysis of Development Potential

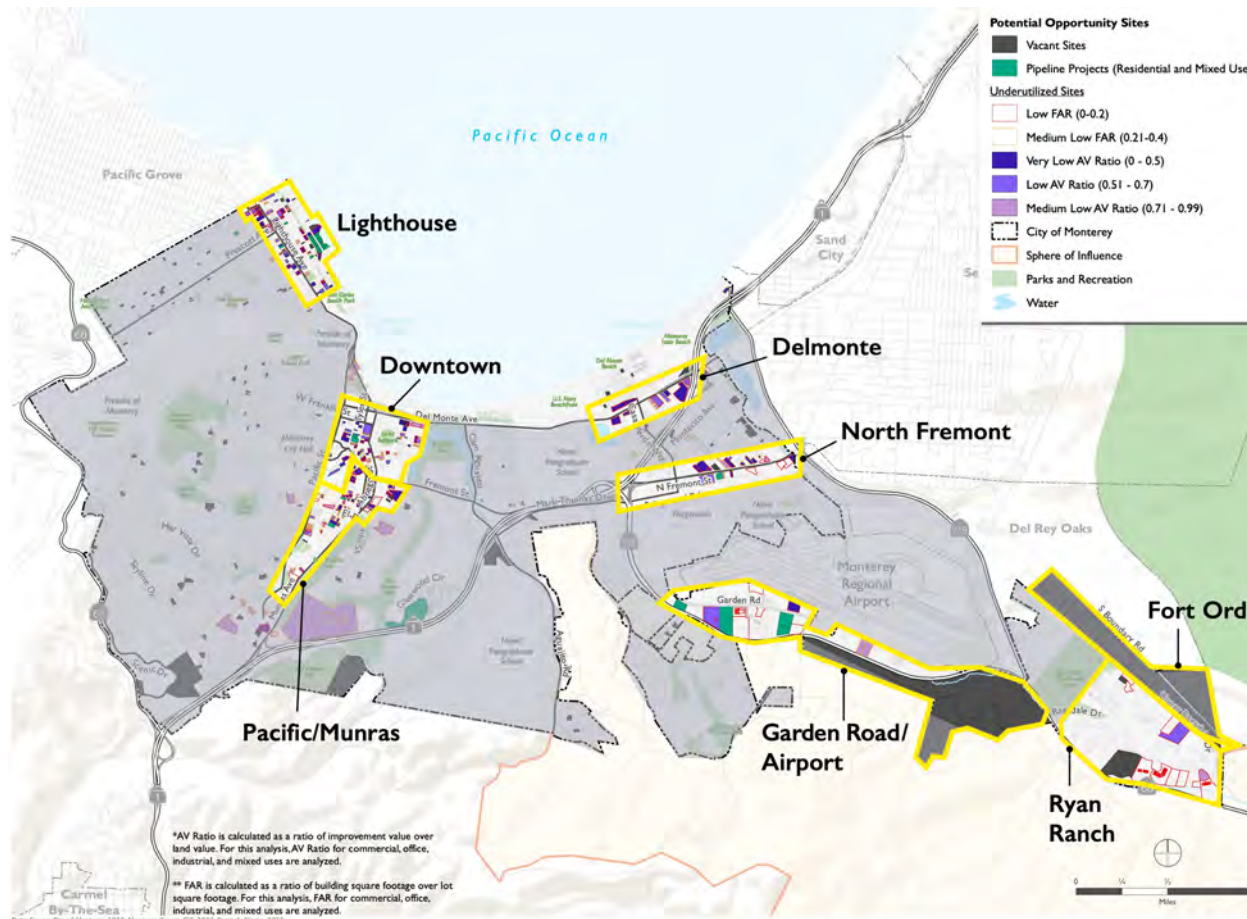


Figure I: Vacant Land

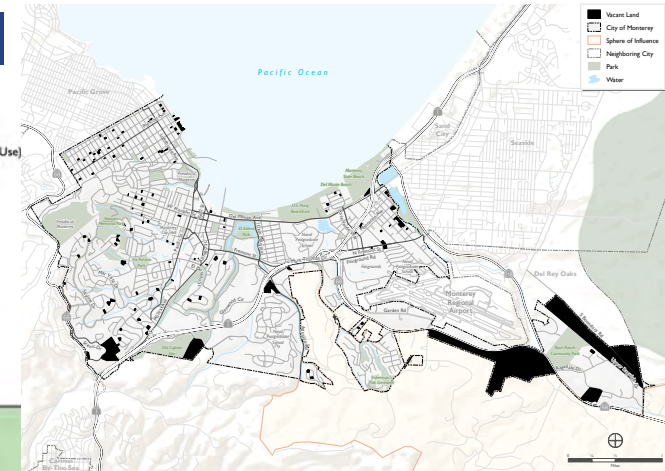
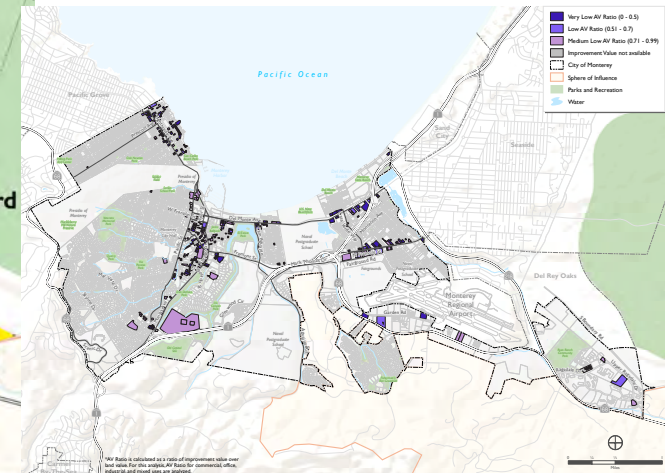
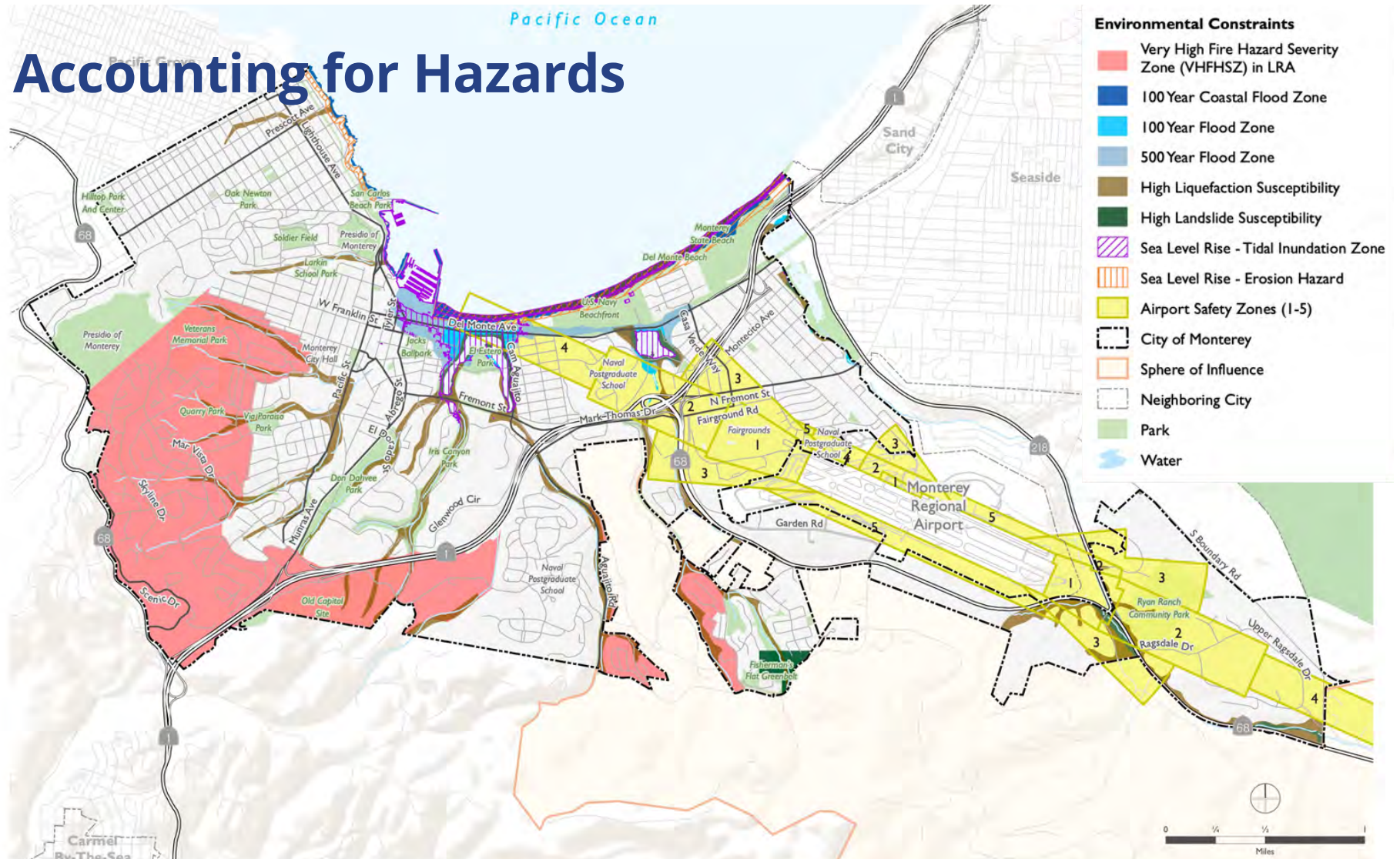


Figure X.X: AV Ratio





# Accounting for Hazards



Data Source: CAL FIRE Fire Hazard Severity Zones in LRA, 2008; National Flood Hazard Layer, FEMA 2017; Liquefaction Data, County of Monterey, 2014; Landslide Layer, County of Monterey, 2018; Monterey Regional Airport Land Use Compatibility Plan, 2019; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

# Online Survey

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- Launching March 1, 2023, accessed via [haveyoursaymonterey.org](https://haveyoursaymonterey.org)
- Objective: an interactive survey that is both fun and informative, inviting meaningful input from a broad cross section of the community
- Format: online survey that integrates photos, maps, data
- Maximize participation by providing 5, 10, and 20 minute options





# 5-Minute Survey Option

## MONTEREY 2031 COMMUNITY SURVEY

### If You Have 5 Minutes

By law, Monterey must plan for at least 3,654 new housing units by 2031 to accommodate current and projected need. The map at left shows 8 areas of Monterey with the potential to accommodate new housing or other types of development. For each area, click "yes" or "no" under the map to indicate whether you think it is an appropriate location for new housing. Then use the sliding scale to indicate how many new homes are appropriate. You can also leave a comment about your choices if you like. When you are done, click finish and answer a few quick demographic questions to help us better understand the results.

#### Which areas do you think are the most appropriate for housing?

Your remaining points:

5,000 UNITS

MINIMUM SPEND  
\$44,471

Sort by



Area 1: Lighthouse

[Read More](#)



Area 2: Downtown

[Read More](#)



Area 3: Pacific/Munras

[Read More](#)



#### Area 1: Lighthouse

This area is geographically at the western edge of the city and is a history-filled, vibrant neighborhood. This area encompasses the Monterey Bay Aquarium, Cannery Row, and various small business along Lighthouse Avenue. Single-family homes are located west of Lighthouse Avenue that can be accessed by smaller interior roads. This area is partially located with inundation and high liquefaction susceptibility areas.

Supported:

35 UNITS



1 UNIT

# 10-Minute Survey Option

## MONTEREY 2031 COMMUNITY SURVEY

### If You Have 10 Minutes

Amid the ongoing housing crisis in California, Monterey is required to plan for at least 3,654 new homes by 2031 to meet current and projected need. The map at left shows 8 areas with the potential to accommodate new housing or other types of development. Click on the icons to the left of the map to learn more about existing conditions, development potential, and environmental constraints in each area. Then select two or three areas you think are the best locations for new housing to meet projected need and answer some questions. You can also leave a comment about your choices if you like. When you are done, click finish and answer a few quick demographic questions to help us better understand the results.

**Select two to three areas you think are the best locations for new housing to meet projected need and answer some questions!**



# Promoting the Online Survey

- Postcard with QR code link will be sent to all households
- Communitywide email blasts
- Presence at events around town
- Pop up outreach targeted to hard-to-reach groups
- Interactive activity at the library
- Promotional pitch from Councilmembers and Commissioners





# **Project Timeline and Next Steps**



# Key Phases

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- Project to be completed in four distinct phases, each with opportunities for community input
- Goal is to adopt the General Plan Update by December 2023



# Key Milestones and Dates

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- Public review of Draft Housing Element ..... 30 days
- HCD review of Draft Housing Element ..... 90 days
- Statutory deadline for adoption ..... Dec 15, 2023

# Project Timeline



# Next Steps

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- Interactive online survey ..... Mar 2023
- Youth-led survey ..... Early 2023
- Technical Background Report ..... Spring 2023
- Community workshops ..... May 2023





**Questions/Answers**

## COMMUNITY SURVEY MAILER #I



THE CITY OF  
**MONTEREY**

### Community Survey

#### Monterey 2031 General Plan Update

The City of Monterey is updating its General Plan (long range plan) to address changing demographics and new State law. Amid the ongoing housing shortage in California, Monterey is required by law to plan for 3,654 new homes by 2031 to meet current and projected need. Planning for new housing will require a thoughtful strategy that considers the location and type of new homes in light of environmental hazards and quality of life. **TAKE THE SURVEY BEFORE MARCH 31** to help shape a shared strategy for Monterey.

### Encuesta Comunitaria

#### Actualización del Plan General de Monterey 2031

La Ciudad de Monterey está actualizando su Plan General (Plan a largo plazo) para abordar los cambios demográficos y la nueva ley estatal. Ante la actual escasez de vivienda, la ley requiere que Monterey planifique 3,654 viviendas nuevas para el año 2031 y así cumplir las necesidades actuales y proyectadas. La planificación de nuevas viviendas requerirá una estrategia cuidadosa que considere el lugar y el tipo de nuevas viviendas, teniendo en cuenta los peligros ambientales y la calidad de vida. Por favor, **COMPLETE ESTA ENCUESTA ANTES DEL 31 DE MARZO** para ayudar a definir una estrategia común para Monterey.



THE CITY OF  
**MONTEREY**

**HAVE YOUR SAY  
MONTEREY**

**TAKE THE SURVEY two ways:**  
**Hay dos formas de TOMAR LA ENCUESTA:**

**1** Online at:  
En línea en:  
<https://haveyoursaymonterey.org/monte->

**2** Or scan here:  
O escanee aquí:



For more information on  
the Monterey 2031 Project:

Para más información sobre  
el proyecto de Monterey 2031:



Christy Sabdo, AICP



City of Monterey, Associate Planner  
Ciudad de Monterey, Planificadora Asociada  
[sabdo@monterey.org](mailto:sabdo@monterey.org), 831-646-3758



<https://monterey.org/planning>

City of Monterey  
Community Development Department  
Planning Division  
570 Pacific Street  
Monterey, CA 93940

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## COMMUNITY SURVEY MAILER #2



THE CITY OF  
**MONTEREY**

### Monterey 2031 General Plan Update Community Survey - **Deadline Extended**

*It's not too late to help build a housing plan for Monterey!*

Amid the ongoing housing shortage in California, the City of Monterey is required by law to plan for 3,654 new homes by 2031 to meet current and projected need. This interactive online survey gives you a voice in shaping the plan. To ensure that everyone who lives, works, or goes to school in Monterey has the opportunity to participate, **the survey deadline is being extended to April 30, 2023.**

### Actualización del Plan General de Monterey de 2031- **Se Ha Extendido el Plazo Para la Encuesta Comunitaria**

*¡No es demasiado tarde para ayudar a construir un plan de vivienda para Monterey!*

En vista de la escasez continua de viviendas en California, la ciudad de Monterey está obligada por ley a planificar 3,654 nuevas viviendas para el año 2031 para así satisfacer la necesidad actual y proyectada. Esta encuesta interactiva virtual le da una voz en la formación de este plan. Para garantizar que todas las personas que viven, trabajan o asisten a la escuela en Monterey tengan la oportunidad de participar, **el plazo de la encuesta se extiende hasta el 30 de abril de 2023.**



THE CITY OF  
**MONTEREY**

**HAVE YOUR SAY  
MONTEREY**

**TAKE THE SURVEY two ways:**  
Hay dos formas de **TOMAR LA ENCUESTA:**

**1** Online at:  
En línea en:  
<https://haveyoursaymonterey.org/monterey2031>

**2** Or scan here:  
O escanee aquí:



For more information on  
the Monterey 2031 Project:

Para más información  
sobre el proyecto de  
Monterey 2031:



Christy Sabdo, AICP



City of Monterey, Associate Planner  
Ciudad de Monterey, Planificadora Asociada  
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# Help Build a Housing Plan for Monterey

## Community Survey

### Monterey 2031 General Plan Update

Amid the ongoing housing shortage in California, the City is planning for new housing to meet current and projected need. We need to hear from you to make sure the plan reflects the priorities of our community. Please take this survey.



Scan the QR code to tell us what you think!

*Survey closes March 31st*



THE CITY OF  
**MONTEREY**

To learn more about the Monterey 2031 Project and how you can get involved, please visit: [haveyoursaymonterey.org/monterey2031](https://haveyoursaymonterey.org/monterey2031)

# Monterey General Plan Pop-up Outreach

---

## LOCATION

- Del Monte Shopping Center, March 17<sup>th</sup> and March 24<sup>th</sup>, 9am-12pm (2)
- Monterey Public Library, March 17<sup>th</sup>, 1-3pm (1)
- Captain + Stoker, March 24<sup>th</sup>, 1:30-4pm (1)

## ATTENDEES

### Staff

- Karen Chavez (D&B)
- Claire Villegas (D&B)

### Participants

- Approximately 70 community members at the Del Monte Farmer's Market
- About 5 community members at the library
- About 12 community members at Captain + Stoker

## SUMMARY

D&B was stationed near the entrance of the Farmer's Market on two successive Fridays to gather community input on the upcoming General Plan Update. There were three boards set up depicting 1) project background, online survey, and opportunity areas, specifically how opportunity areas were identified, 2) a poster version of the five-minute survey online, intended for participants to reflect on the strategy needed to meet Monterey's 3,654 RHNA allocation, and 3) a map of Monterey with opportunity areas highlighted and a place for community members to share their vision for Monterey on sticky notes.

Overall, participants were supportive of a variety of housing types, specifically townhomes, fourplexes, and senior housing, to alleviate the housing crisis in Monterey. Participants were wary of the aspects needed with housing development, like proper infrastructure, water, traffic, schools, and amenities like grocery stores. Majority of participants were drawn to the old Fort Ord site as a place for new housing, though a couple participants did express the need for safety, transportation (bus routes to commute to central Monterey), and park facilities for this area. Participants noted that the Lighthouse opportunity area is already congested, and it may be best to put housing near less developed areas, such as North Fremont and Del Monte Avenue.

Another common theme heard in the pop-up events was the how expensive it is to both rent and buy in Monterey. Many older participants expressed they had been renting for decades in hopes to eventually purchase a home but have not been able to due to the rising prices in the housing market.



## NOTES FROM STICKY NOTES

- Maximize urban core density
  - o Avail of reduced parking requirements (AB 2097) to match or exceed 88 du/acre maximum already available along Alvarado
- Plan for more centralized parking garages to serve higher density
- Create streamlining process to clear CEQA/NEPA for projects that meet min density (20 du/acre)
- Prioritize projects that meet minimum density (20-45 du/acre) for permitting/entitlement
- Eliminate discretionary review for projects meeting minimum density and/or affordability levels (15% VLI/LI or 20-40% moderate with scaling incentives such as setback reductions or FAR increases)
- AHOs should include their own minimum densities and development guidelines that allow for easy (streamlined, ministerial) design and approval
- Find a density level across urban sites that allows for at least 2/3 of RHNA to fit before using Ford Ord
- Plan for density along arterial routes that justifies increase public transit service
- Rather than just assigning sites at current zoned densities (30-45 du/acre depending on state density bonuses) create affordable housing overlays (AHOs)
- Aim for only 1/3 RHNA (or less) on Fort Ord
- Whatever must be on Fort Ord, ensure transit routes extend to serve out at 15-30 minute internals to minimize vehicle traffic
- Ensure mixed use on Fort Ord so residents may both live and work
- Who will build new housing? Private investors?
- Too many high-brow investors reduced opportunity to own
- Salinas slender housing authority
- "Where's the water?"
- Looking forward to 2023 plan – important to protect tenants, builder's remedy concerns
- Casanova Oak Knoll Rec Center, is it open?
- North Fremont is good for housing, but we need to consider parking
- More affordable housing needed
- Housing is good, tents no good. Need water/infrastructure
- Less SFR (single-family residences), more condo, fourplexes, etc
- Need more affordable housing
- Old Fort Ord site has potential, why more housing?
- New City Council, excited for more progress/housing changes
- Bonafacio Place and Adams. Council voted down housing here. Need mindset shift
- Lighthouse is congested already
- Old Mercedes dealership, potential site
- Housing that should be affordable is out there, prices don't accurately reflect the housing stock
- Multi-family housing, commercial use housing on top, such as housing childcare, coworking, event space
- Streamline ADU preapproved plans
- More parks with new development
- Parking with new housing
- Build up and out when possible
- Fort Ord available for more housing, schools too
- Fort Ord is a good place for housing
- Strong supervision of city, police, streets. Need rules for approval
- Mixed-income housing, different housing types like townhomes, duplexes
- Don't want more traffic, transportation follows

- Cooperative housing, community-based neighborhood for seniors, students, child
- Need to build up, more density = more affordability for service/hospitality workers
- Garden Road would be good, close to water
- Charge hotels for water
- Bank of America parking lot, build 3-4 stories







THE CITY OF  
**MONTEREY**

Monterey 2031  
General Plan Update

# Community Survey Report

May 2023

Prepared by

**DYETT & BHATIA**

Urban and Regional Planners





# Table of Contents

<b>Executive Summary.....</b>	<b>I</b>
Survey Organization and Content.....	I
Summary of Key Findings .....	2
<b>Survey Overview and Objectives .....</b>	<b>4</b>
<b>Analysis of Survey Responses .....</b>	<b>5</b>
Demographics .....	5
Housing Location Preferences .....	12
In-Person Outreach Comments .....	24
Community Housing Preference Ranking.....	25
<b>Appendix A: Survey Questions .....</b>	<b>A-I</b>
5-Minute Survey.....	A-I
10-Minute Survey .....	A-5
<b>Appendix B: Open-Ended Responses: .....</b>	<b>B-I</b>
5-Minute Survey.....	B-I
Lighthouse Area .....	B-10
Downtown Area .....	B-38
Pacific/Munras/Cass Area.....	B-58
Del Monte Area .....	B-73
North Fremont Area .....	B-86
Garden Road/Airport/Highway Area .....	B-100
Ryan Ranch Area.....	B-112
Fort Ord Area.....	B-123
Library Boards .....	B-139

## Executive Summary

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The Monterey 2031 Community Survey was conducted from March 1, 2023 to April 30, 2023 to provide residents, business owners, and people working or attending school in Monterey with an opportunity to share input that will inform strategies for the Monterey 2031 General Plan Update. The survey focused in particular on eight areas of Monterey with the greatest potential to accommodate new housing or other types of development over the next 10 years, and the questions were designed to solicit feedback that will help plan where new housing, employment, and shopping should be located and how to achieve other community objectives like improving transportation options, revitalizing older commercial streets, and preserving and enhancing neighborhood character. The survey was conducted in both English and Spanish. An online version of the survey was available via a link on the Have Your Say Monterey website, allowing people to access it on their own time from their laptop, smartphone, or home computer. A paper version of the survey was also available at the Monterey Public Library.

City staff and consultants implemented a robust program of outreach activities to raise awareness of the survey and promote participation. Mailers were sent to every address in Monterey, with provisions to ensure that both homeowners and renters received notifications. Using a “go to them” strategy, a total of eight “pop up” events were held at locations around town where community members gather. The pop-up events featured stop-and-talk stations that provide community members with opportunities to learn about the project and share input. Participation was also promoted through citywide newsletters, email blasts, posters, and posts on social media.

In total over 1,050 survey responses were received, which includes 907 online responses, input from about 120 people at pop-up events, and 42 paper comments. This survey report documents the survey methodology, provides a profile of respondents, and presents key implications for the planning process. A full and complete record of all comments received is included in the Appendix.

### **SURVEY ORGANIZATION AND CONTENT**

The survey was conducted in both English and Spanish, with online and paper versions available. Following key objectives were identified for the survey:

1. Inform residents, businesses, and people who work or go to school in Monterey about the purpose and need for the project and the legal requirements for the Housing Element Update;
2. Solicit community input to inform decisions about how and where to accommodate new housing and other types of development as needed to satisfy the City's RHNA obligations and community needs;
3. Garner responses from a wide variety of voices in the community to ensure a full range of perspectives is considered in preparing the General Plan Update.

Recognizing that many residents lead busy lives and may not be able to set aside time to participate in person, an online survey was designed using a software platform that has the ability to integrate images, video, and maps, allowing participants to engage with and comment directly on the material presented on their own time from their laptop, smartphone, or home computer. The online survey platform featured a user-friendly interface and a range of engaging and easy-to-use question types that allow users to quickly grasp background information and provide responses. A landing page provided a brief introduction to the project, framing the challenges and inviting survey responses to help inform strategies to address them. The survey was structured to allow participants to provide quick responses if they only have a few minutes to contribute or to take a deeper dive into issues if they have more time to spend, offering both 5-minute and 10 or more-minute versions. This approach is intended to maximize participation and allow people to

provide meaningful input within time frame they choose. The paper version of the survey featured interactive display boards with content and questions that mirrored the 5- AND 10-MINUTE online surveys.

Drawing on the findings of an analysis of land use conditions and trends in Monterey, the survey presented eight subareas of the city with the greatest potential to accommodate new housing and other types of development, based on a consideration of land use characteristics, environmental constraints, and other hazards. Participants were asked to share their thoughts on whether each location is appropriate for housing or other types of development, what types could best be accommodated, and what other improvements or amenities would be needed to successfully integrate housing into the areas. In the 10 plus minute version, participants were also able to toggle on and off various map layers with information on environmental constraints and existing conditions to help inform their responses. All survey questions were optional.

## SUMMARY OF KEY FINDINGS

- Across the board, there was solid support for new housing in all eight opportunity areas. For all opportunity areas, at least 80 percent of the respondents to the 10-minute survey indicated support for new housing.
- Community support for new housing was strongest in the Fort Ord, North Fremont, Ryan Ranch, and Garden Road opportunity areas, while the Pacific/Munras/Cass and Del Monte opportunity areas received the least support.
- Respondents indicated the highest level of support for density and taller buildings downtown. A full 55 percent of respondents indicated that they believe low rise or mid-rise apartments and condominiums are an appropriate housing type downtown, including 27.1 percent mid-rise apartments and 17.9 percent low rise.
- Along the commercial corridors of Lighthouse, North Fremont, and Garden Road, respondents expressed support for a range of higher density housing types. On North Fremont and Lighthouse, there was slightly more support for mid-rise buildings (4-5 stories) than for low rise buildings (2-3 stories), while on Garden Road, townhomes and low rise buildings were preferred over mid-rise buildings.
- Respondents expressed support for a mix of housing types in the Ryan Ranch area, with townhomes and mid-rise apartments receiving the most support, followed by fourplexes/triplexes/duplexes, single-family homes, and low rise apartments.
- At Fort Ord, respondents generally expressed preference for mid to low density housing types, with townhomes and single-family homes the most preferred housing types. A number of respondents expressed interest in starter homes and entry level ownership options, which they felt were otherwise out of reach to them in the community. Even as support among survey respondents was strong for new housing at Fort Ord, it is important to note that many respondents emphasized the need to preserve and protect plants, wildlife and natural open spaces in the area.
- A common theme for the Downtown Area was a vision for a “vibrant Downtown,” with respondents expressing a desire to see investments that would spur a lively community-centered environment, including new shops and businesses, parks or plazas, public art, pedestrian-only zones, and buildings that would maintain Monterey’s aesthetic and historic character. In both the Lighthouse and Downtown area, comments frequently centered on building and preserving tourism interest, which some respondents felt new housing and development could contribute to.
- For most opportunity areas, survey respondents were very interested in seeing new or improved retail amenities and neighborhood attractions accompany new development, including grocery stores, markets, restaurants, coffee shops, and community activity centers. For Downtown, Lighthouse, North Fremont, and Ryan Ranch, mixed-use developments were frequently preferred

to provide new amenities and attractions. For Fort Ord and Garden Road/Airport/Highway 68 that are currently less developed, respondents in favor of housing thought retail amenities, public plazas, and other neighborhood attractions would be needed to serve future residential.

- Another common theme in responses had to do with promoting and enhancing alternative transportation options in all 8 opportunity areas. Frequently cited interests included commuter bike paths, safer pedestrian and bike infrastructure (crosswalks, protected bike lanes), and increased connectivity of walking and biking paths throughout the City. Many respondents were eager to see a future in Monterey where they could walk or bike to work, to run errands, or to access outdoor recreation opportunities. In addition, some respondents cited improved public transit service as a way to help limit car trips.
- Many respondents also expressed interest in improving, creating, or maintaining outdoor recreation opportunities, such as family-friendly parks, trails, and dog parks. Especially in areas that are not currently developed with housing, respondents were eager to see this type of community open space included in future development plans.
- Some respondents suggested converting underutilized buildings and commercial in the Pacific/Munras/Cass and Ryan Ranch areas. They were interested to see reuse of existing buildings in addition to new development.
- Across all 8 opportunity areas, a top-of-mind concern among respondents was whether the new housing development would be affordable or available to people who work in Monterey. Those who mentioned affordability were eager to see less "luxury housing" built, less development of investment properties or vacation homes, and more emphasis on a broad variety of housing types.
- Respondents consistently identified traffic congestion and parking supply as critical issues to be addressed as new housing is planned and built in Monterey. These were mentioned most frequently in comments for Lighthouse and Downtown, as well as areas adjacent and connected to Highway 68. Some respondents suggested improved bike lines, pedestrian infrastructure, and transit alternatives, while other advocated strongly for additional parking or parking management strategies alongside new development.
- Water availability and environmental hazards were also identified as key concerns regarding new housing development. A significant proportion of respondents did not think the amount of new housing described would be feasible due to limited water resources. For areas along the coast, including Downtown, Lighthouse, and Del Monte, many respondents were either opposed to new development or wanted to ensure mitigation is implemented to address projected sea level rise.



## Survey Overview and Objectives

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The survey was conducted in both English and Spanish, with online and paper versions available. Following key objectives were identified for the survey:

1. Inform residents, businesses, and people who work or go to school in Monterey about the purpose and need for the project and the legal requirements for the Housing Element Update;
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3. Garner responses from a wide variety of voices in the community to ensure a full range of perspectives is considered in preparing the General Plan Update.

Recognizing that many residents lead busy lives and may not be able to set aside time to participate in person, an online survey was designed using a software platform that has the ability to integrate images, video, and maps, allowing participants to engage with and comment directly on the material presented on their own time from their laptop, smartphone, or home computer. The online survey platform featured a user-friendly interface and a range of engaging and easy-to-use question types that allow users to quickly grasp background information and provide responses. A landing page provided a brief introduction to the project, framing the challenges and inviting survey responses to help inform strategies to address them. The survey was structured to allow participants to provide quick responses if they only have a few minutes to contribute or to take a deeper dive into issues if they have more time to spend, offering both 5-minute and 10 or more-minute versions. This approach is intended to maximize participation and allow people to provide meaningful input within the time frame they choose. The paper version of the survey featured interactive display boards with content and questions that mirrored the 5- and 10-minute online surveys.

Drawing on the findings of an analysis of land use conditions and trends in Monterey, the survey presented eight subareas of the city with the greatest potential to accommodate new housing and other types of development, based on a consideration of land use characteristics, environmental constraints and other hazards. Participants were asked to share their thoughts on whether each location is appropriate for housing or other types of development, what types could best be accommodated, and what other improvements or amenities would be needed to successfully integrate housing into the areas. In the 10 or more-minute version, participants were also able to toggle on and off various map layers with information on environmental constraints, hazards, and existing conditions to help inform their responses. For both versions of the survey, information on the location and extent of risk related to sea level rise, tsunami, flooding, liquefaction, wildfire, and airport safety was presented. All survey questions were optional.

### 5-Minute Version

The 5-minute version consisted of one, interactive multi-part question and a demographic section. The multi-part question asked residents how many homes they would allocate to each opportunity area to meet the State-mandated quota to plan for 3,654 new homes by 2031. For each area, participants could choose their preferred number of homes using a sliding scale. A map was included for each area that highlighted parcels with “pipeline” projects<sup>1</sup> and parcels with high potential for development. An open-response section also offered participants the opportunity to leave a comment about their choices before answering 5 demographic questions. In total, 480 responses were received for the 5-minute version.

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<sup>1</sup> Pipeline projects refer to development applications currently under consideration, recently approved, or under construction.

## 10-Minute Version

The 10-minute version provided participants with an opportunity to explore each opportunity area in more depth through interactive maps, then describe their preferences for additional housing in each area. Respondents had the option to choose which areas they wanted to comment on. Identical demographic questions were asked in this version of the survey. In total, 427 responses were received for the 10-minute version.

## Paper Version

In addition, responses were collected during in-person outreach events and a display at the Monterey Public Library using 3 interactive boards. One board offered background on the project and provided a direct link to the online survey. The two other boards mirrored the questions asked in the 5-minute and 10-minute survey. Participants could leave comments on sticky notes on a map of opportunity areas and/or rank housing preferences using stickers. At the pop-up outreach events, staff gathered input from residents and encouraged participation in both the online survey and in-person interactive boards. 8 in-person outreach events were held:

- Del Monte Shopping Center, March 17th and March 24<sup>th</sup>, 9am-12pm,
- Monterey Public Library, March 17th, 1-3pm and April 13<sup>th</sup> 11am-12pm
- Captain + Stoker on March 24<sup>th</sup>, 1:30-4pm
- Farmers Market on Alvarado Street, April 11<sup>th</sup>, 18<sup>th</sup> and April 25<sup>th</sup>, 4pm – 6pm

In addition, the boards were displayed in the Monterey Public Library from March 17th to April 30th with the option for participants to leave comments on sticky notes. In total, 40 people participated via the paper version at the library, and 120 people shared input at pop up events. Additionally, 2 people submitted written responses via email.

# Analysis of Survey Responses

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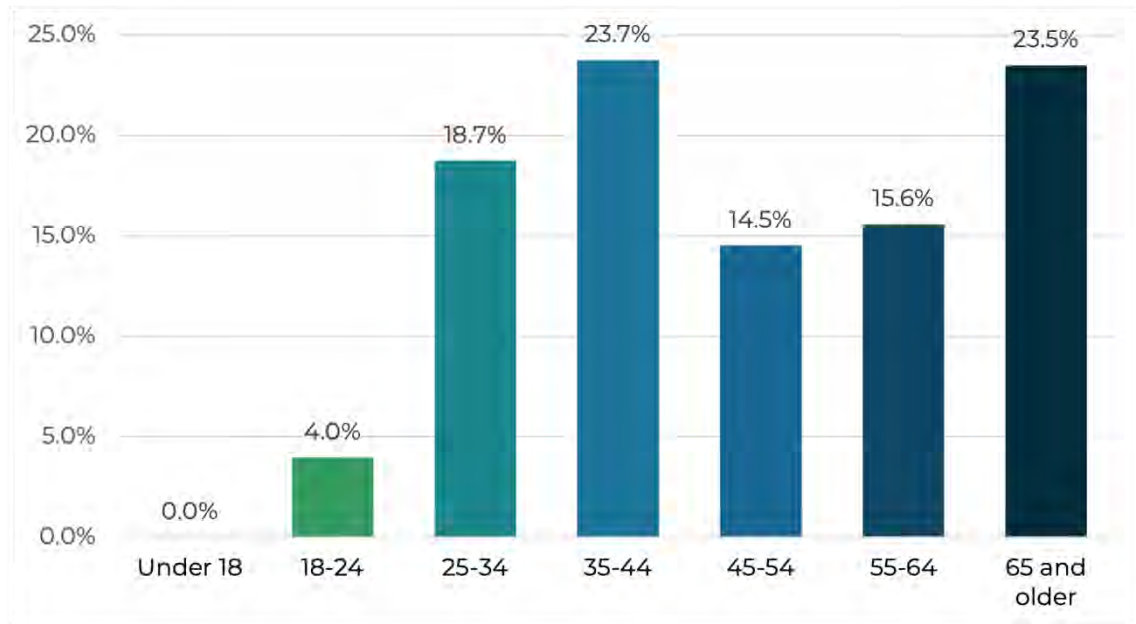
## DEMOGRAPHICS

### 5-Minute Survey

The 5-minute survey received 480 responses. As shown in Figure 1 below, survey respondents ranged in age from 18 to over 65 and there was a balance among various age cohorts. People in the 35-44 and 65 plus age cohorts were most likely to respond and given that these cohorts represent approximately 11 percent and 19 percent of the City's population, these groups are slightly overrepresented. By contrast, the response rate for people under the age of 24 was low, indicating an opportunity to target future outreach efforts specifically toward these age cohorts to ensure their voices are reflected in the General Plan Update. The Youth-Led survey, conducted in a similar time frame, aimed to capture responses from those under 18. A summary of responses can be found in the Youth-Led Survey Report.

More respondents for the 5-minute survey identified as female (59.7 percent) than male (34.9 percent), while about 4 percent did not specify a gender and 1.4 percent identified as non-binary (Figure 2). There is approximately equal distribution of males and females living in the City. Women were more likely than men to take the survey, which is consistent with results from many other communities. Future outreach activities for the project should make specific efforts to engage male residents, business owners, employees, and students.

**Figure 1: “What is your age?” (5-Minute Survey)**



**Figure 2: “What gender do you identify as?” (5-Minute Survey)**

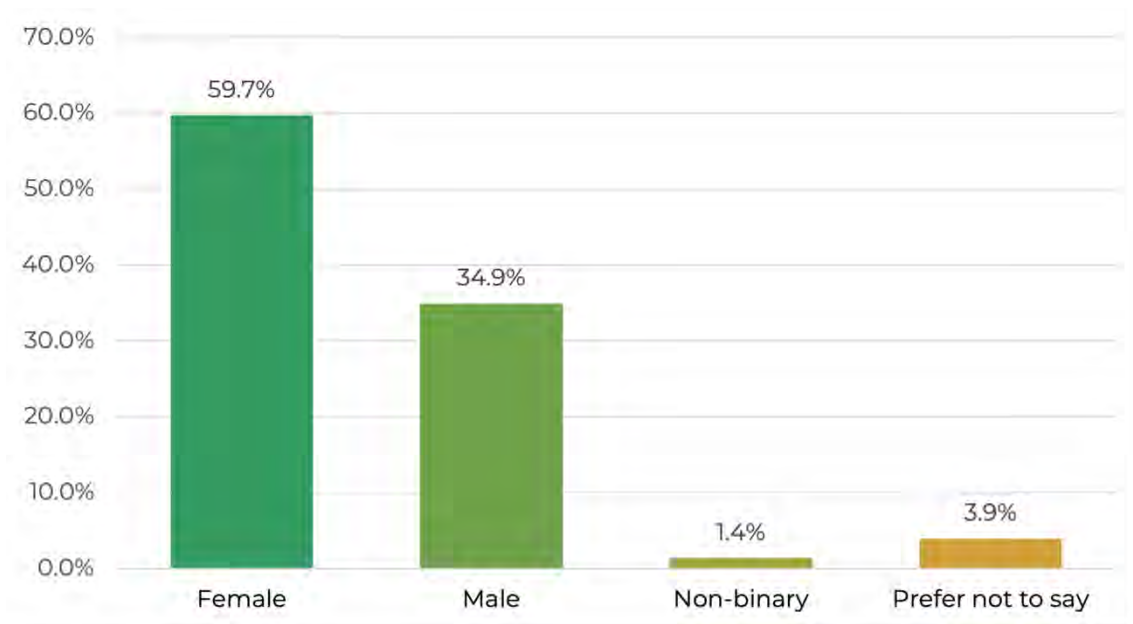
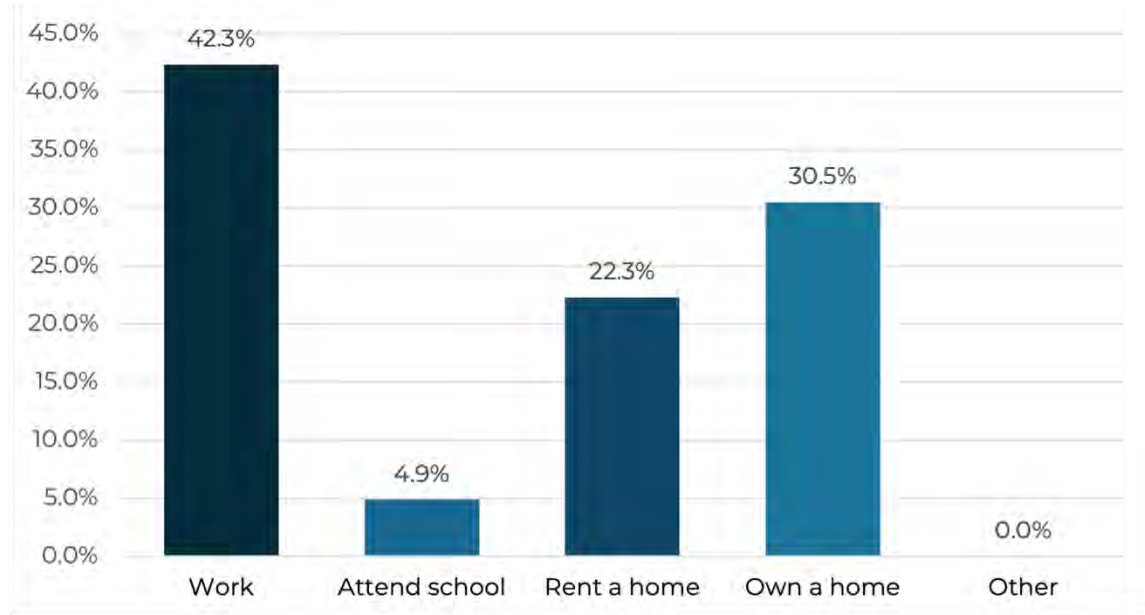


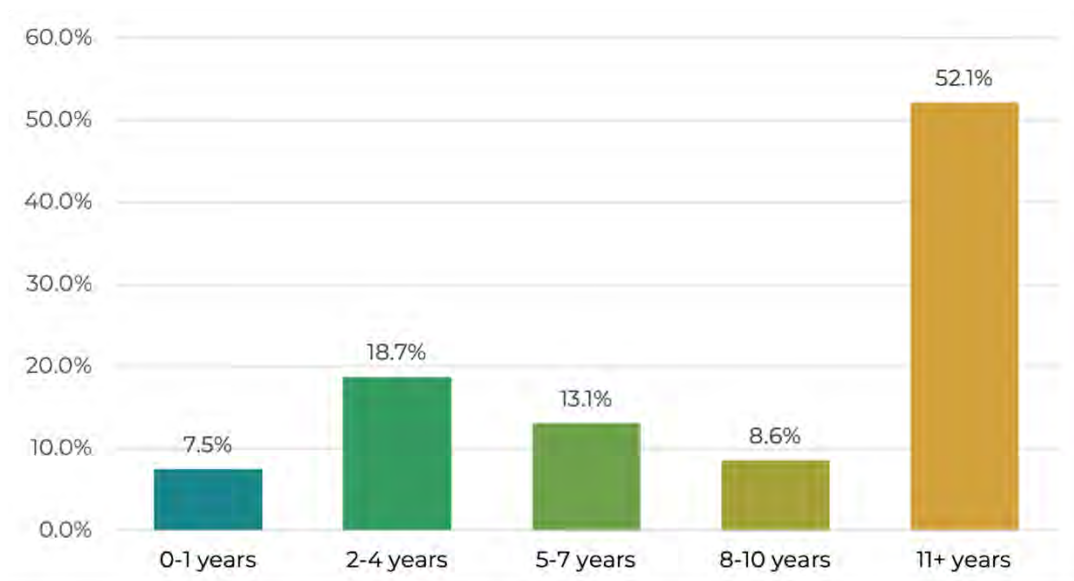
Figure 3 demonstrates the majority of respondents to the 5-minute survey (42.3 percent) work in Monterey, while 4.9 percent attend school in the City. Of the 303 respondents who either own or rent a home in Monterey, 42.2 percent rent while 57.8 percent owned, indicating a relatively even balance of responses from owners and renters.

**Figure 3: “Do you \_\_\_\_\_ in Monterey? Check all that apply.” (5-Minute Survey)**



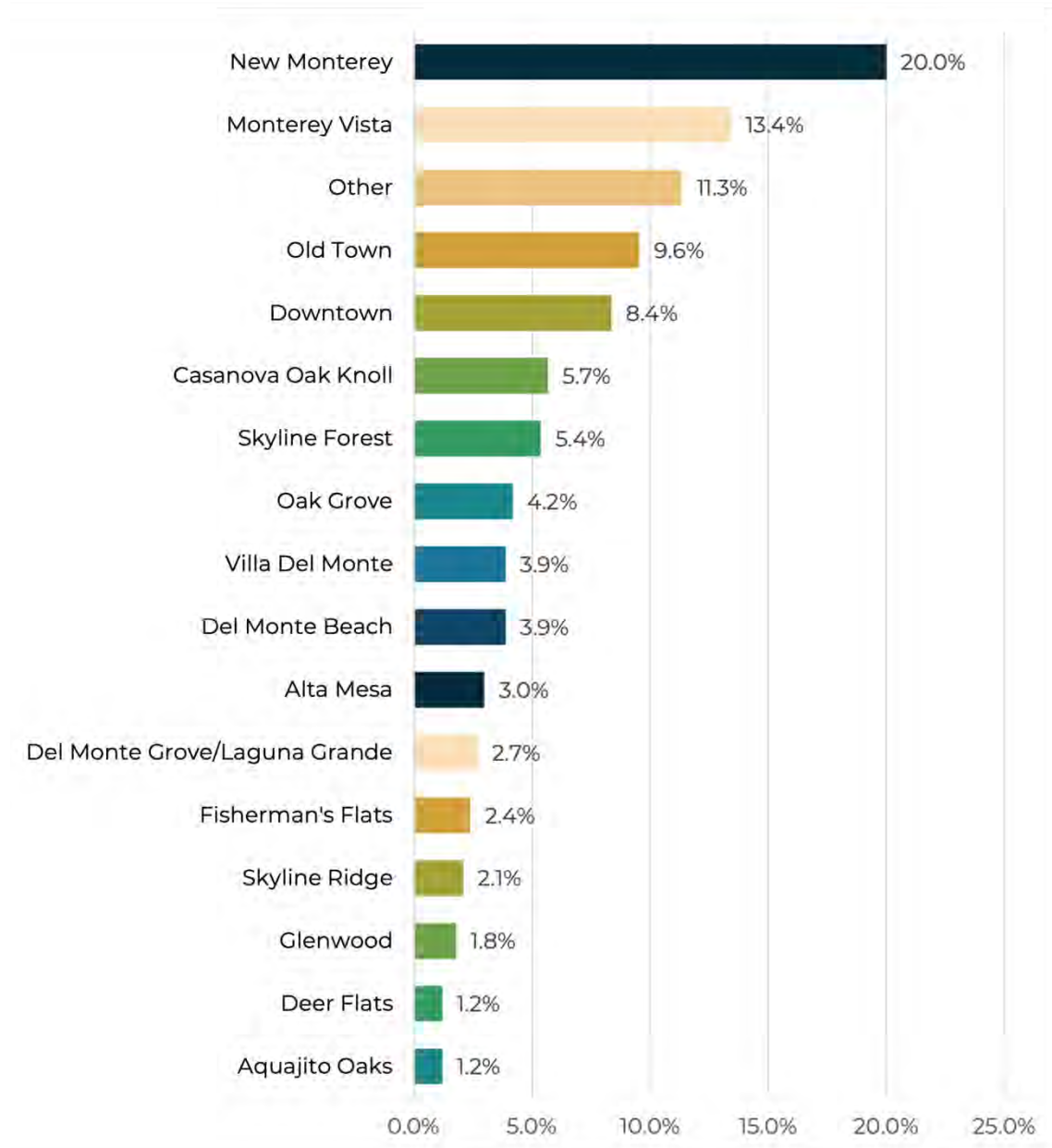
Long-term residents and workers were most likely to complete the survey, accounting for over 50 percent of 5-minute survey respondents. 18.7 percent of respondents who responded they lived or worked in Monterey for 2-4 years (Figure 4). The lowest percentage of respondents (7.5 percent) responded they have lived or worked in Monterey for 0-1 years.

**Figure 4: “How long have you lived/worked in Monterey?” (5-Minute Survey)**



All neighborhoods and districts of Monterey are represented in the survey results. As shown in Figure 5, 20 percent of 5-minute survey respondents said they live/work/go to school in New Monterey, followed by 13.6 percent responding Monterey Vista, 11.3 percent responding other, 9.6 percent responding Old Town, and 8.4 percent responding Downtown. Skyline Forest and Casanova Oak Knoll had over 5 percent of the share of respondents.

**Figure 5: “What neighborhood do you live/work/go to school in?” (5-Minute Survey)**



### 10-Minute Survey

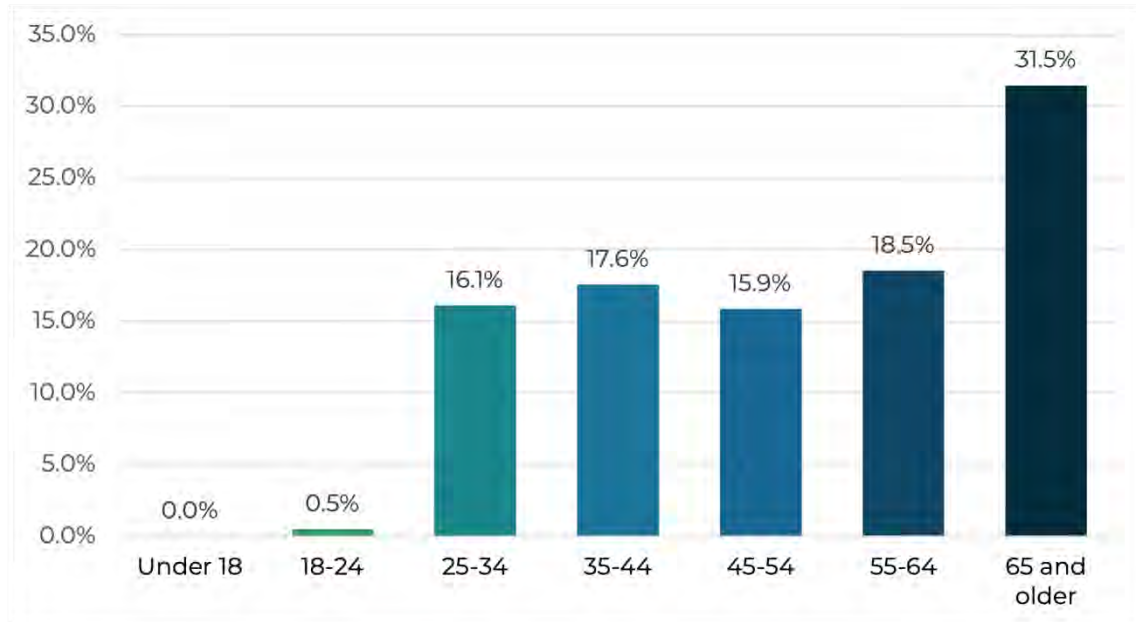
The 10-minute survey received 427 responses. As shown in Figure 6 below, the largest group of respondents for the 10-minute survey were age 65 and older (31.5 percent). There was a more even distribution between 25- and 64-year-olds, each ranging between 16 and 18.5 percent. Similar to the 5-minute survey, there were no respondents under 18 and small response from those age 18-24.



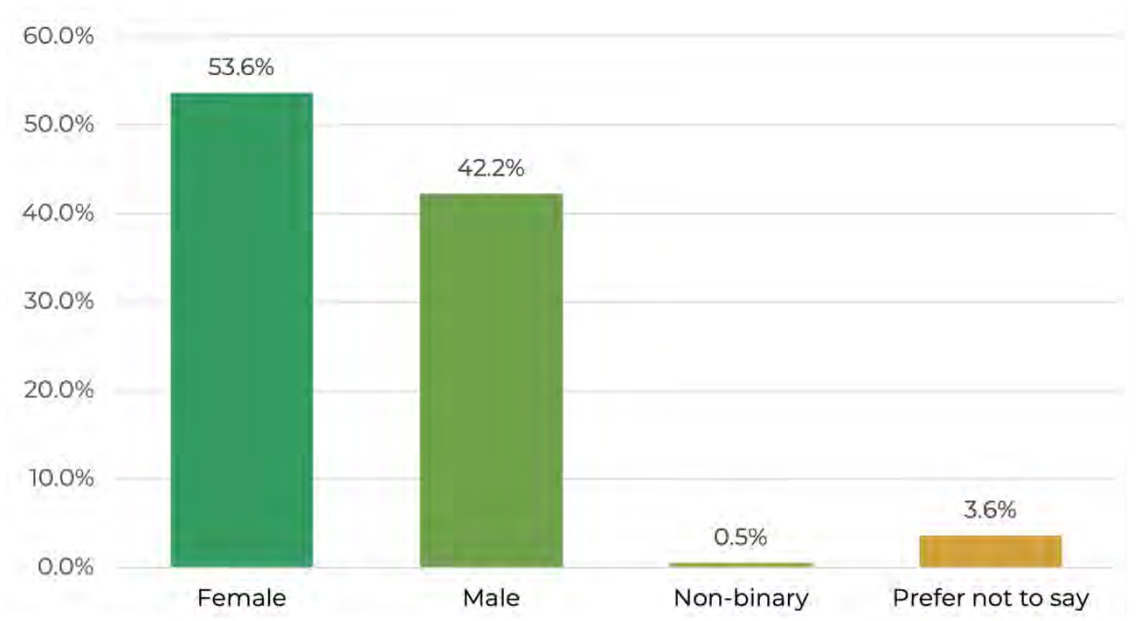
As mentioned, older adults 65 and older represent 19 percent and adults aged 55-64 represent 12 percent, suggesting these age categories are overrepresented in the survey sample. A greater share of adults 65 and older responded to the 10-minute survey compared to the 5-minute survey.

Most respondents for the 10-minute survey identified as female (53.6 percent) than male (42.2 percent), while about 4 percent did not specify a gender and 0.5 percent identified as non-binary (Figure 7). As mentioned above, the distribution of males and females in Monterey is approximately equal, showing again women were more likely than men to respond to the 10-minute survey. A slightly greater share of males responded to the 10-minute survey than the 5-minute survey.

**Figure 6: “What is your age?” (10-Minute Survey)**

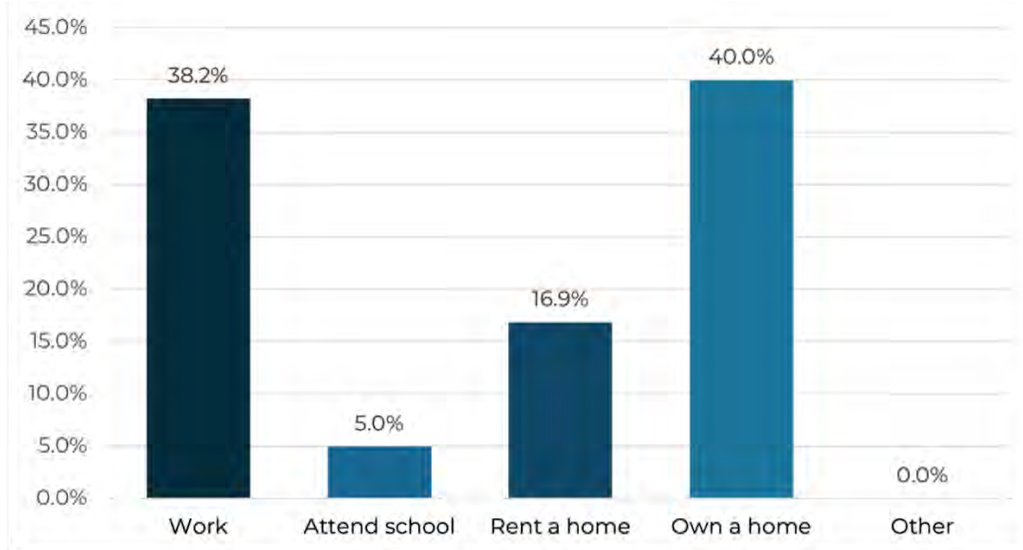


**Figure 7: “What gender do you identify as?” (10-Minute Survey)**



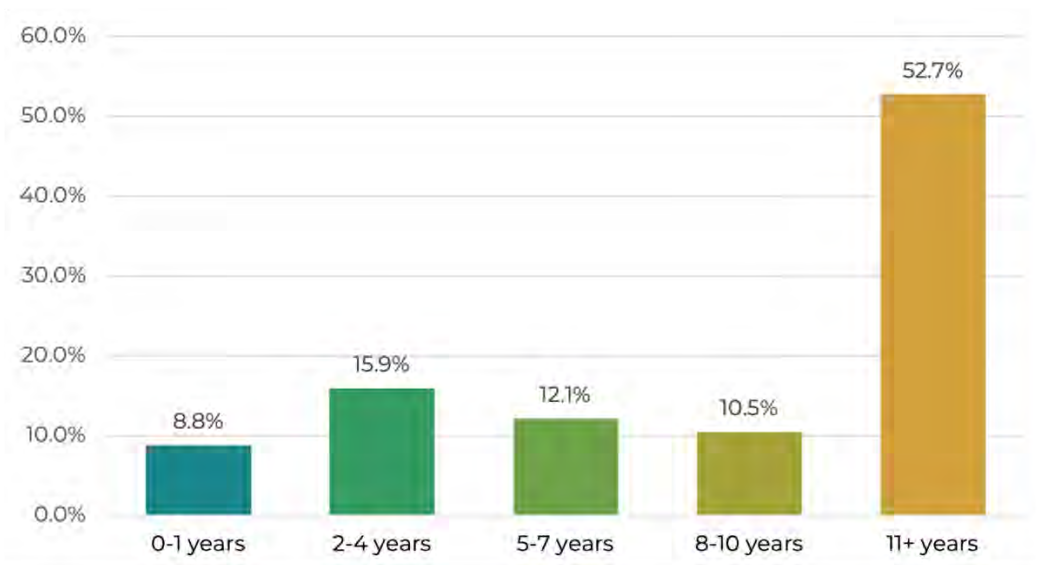
As with the 5-minute survey, approximately 40 percent of those who took the 10-minute or more survey work in Monterey; however, a noticeably higher share of those who took the 10-minute or more survey were homeowners than with the 5-minute survey (see Figure 8). Renters living in Monterey were more likely to take the 5-minute survey than the 10-minute or more survey. Data on how many of the participants who work in Monterey we're renters as compared to homeowners is not available.

**Figure 8: “Do you \_\_\_\_\_ in Monterey? Check all that apply.” (10-Minute Survey)**



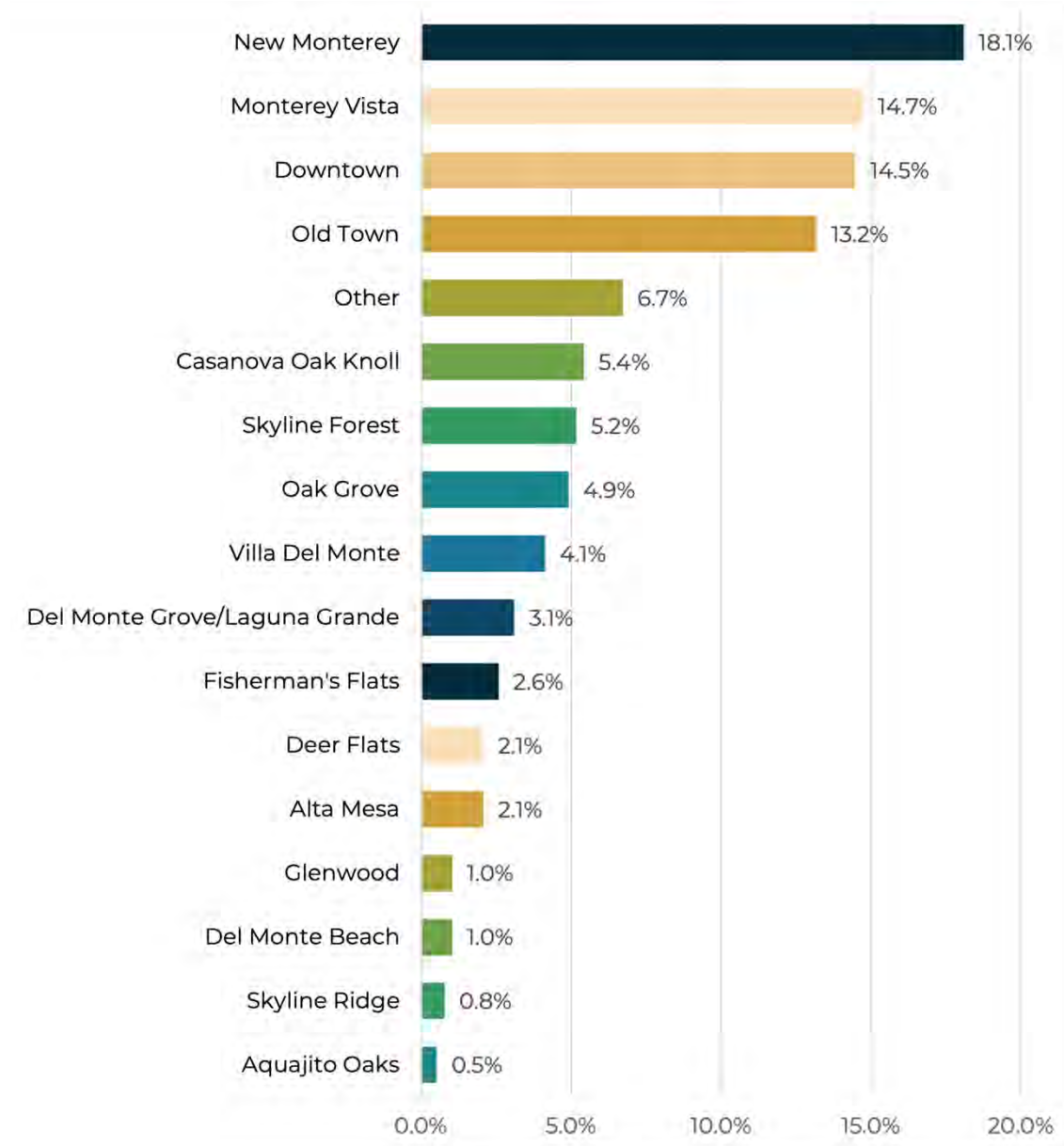
As was the case for the 5-minute survey, approximately 52 percent of 10-minute survey respondents have lived or worked in Monterey for more than 11 years. 15.9 percent of respondents have lived or worked in Monterey for 2-4 years (Figure 9). The lowest percentage of respondents (8.8 percent) responded they have lived or worked in Monterey for 0-1 years. Overall, 10-minute survey respondents are therefore more likely to have lived in Monterey for over a decade, are more likely to own their home, and are more likely to be age 65 and older.

**Figure 9: “How long have you lived/worked in Monterey?” (10-Minute Survey)**



Similar to the 5-minute survey, responses to the 10-minute survey came from all neighborhoods and districts in Monterey. As shown in Figure 10, 18.1 percent of 10-minute survey respondents said they live/work/go to school in New Monterey, followed by 14.7 percent responding Monterey Vista, 14.5 percent responding Downtown, 13.2 percent responding Old Town, and 6.7 percent responding other. In a similar trend to the 5-minute survey, Skyline Forest and Casanova Oak Knoll also had over 5 percent of the share of respondents.

**Figure 10: “What neighborhood do you live/work/go to school in?” (10-Minute Survey)**



## HOUSING LOCATION PREFERENCES

### 5-Minute Survey

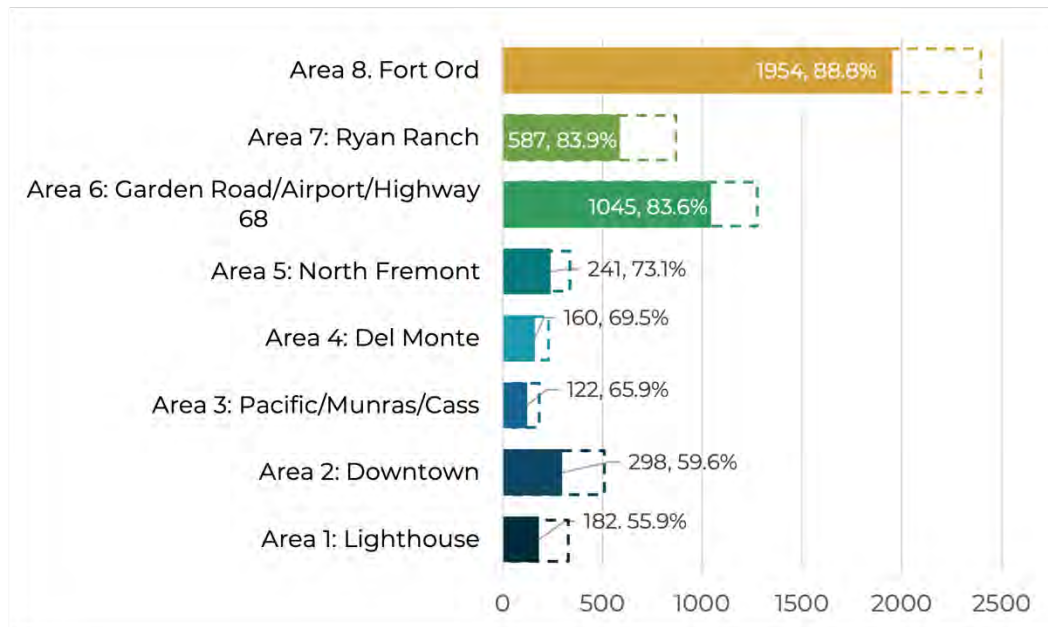
Respondents were asked to select how many homes they would allocate to each opportunity area on a sliding scale. A maximum number of homes was set on the sliding scale for each area. The number of maximum homes for each opportunity area is based on the density permitted under the current zoning. Areas with more vacant land and fewer environmental hazards (such as Fort Ord or Garden Road) have larger capacity, so the potential number of homes in the 5-min survey is higher. In comparison, more developed areas with less available land and more development constraints (such as Del Monte, Pacific/Munras/Cass and Lighthouse) have less capacity than other areas, thus the number of homes in the area is smaller.

#### Question 1: “How many new homes would you allocate to each area?”

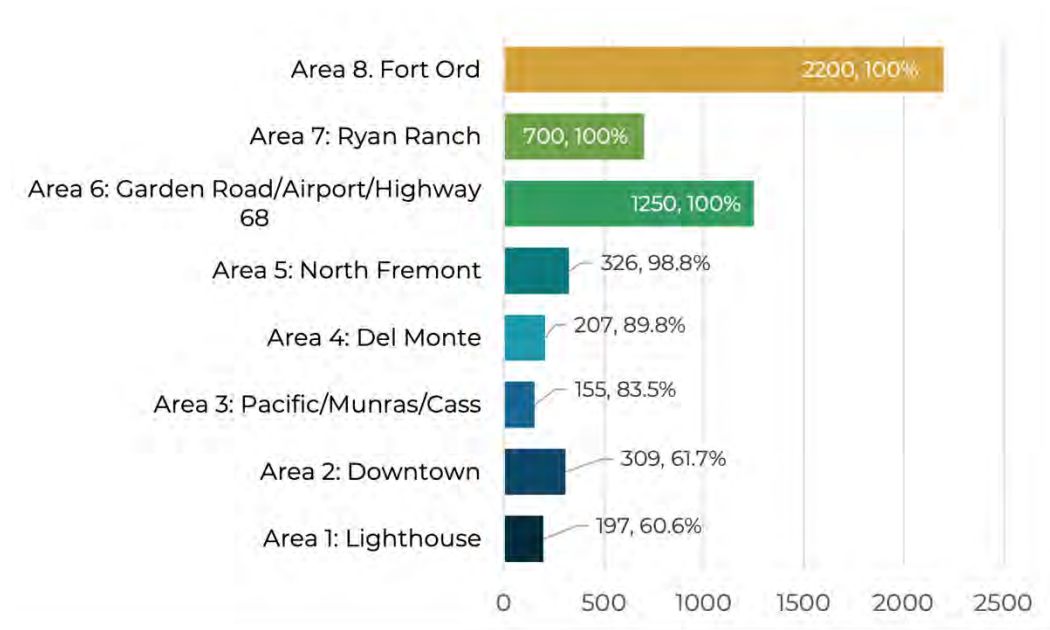
Figure 11 shows the absolute number of homes and the percentage of the maximum homes participants allocated per opportunity area on average. Dashed lines demonstrate the maximum number of homes. Fort Ord had the highest average percent allocated out of all 8 opportunity areas at 88.8 percent. Fort Ord, Ryan Ranch, and Garden Road/ Airport/Highway 68 each had over 80 percent of the maximum number of homes allocated on average. North Fremont, Del Monte, and Pacific/Munras/Cass had between 66 and 73 percent of the maximum allocated on average. These areas also had the smallest maximum homes out of all 8 areas. Notably, Lighthouse and Downtown were the only two areas where less than 60 percent of the maximum homes were allocated on average.

Figure 12 demonstrates the median number of homes allocated per opportunity area. The median for Fort Ord, Ryan Ranch, and Garden Road/ Airport/Highway 68 is approximately 100 percent of the maximum number of homes. North Fremont’s median is approximately 99 percent of the maximum number of homes, while Del Monte and Pacific/Munras/Cass hover slightly below 90 percent. For Downtown and Lighthouse, the median is the lowest at approximately 60 percent of the maximum.

**Figure 11: Average Number of Homes Allocated per Opportunity Area**



**Figure 12: Median Number of Homes Allocated per Opportunity Area**



**Question 2: “Leave a comment about your choices if you like.”**

98 of the 480 respondents included a comment about their choices (approximately 20 percent). While similar themes emerged, respondents had varying concerns about new housing in Monterey. Many respondents expressed concerns about affordability, expressing that many housing options are currently unaffordable even for working professionals. In a similar vein, respondents expressed interest in more variety of housing types for working class people in Monterey. Many wanted new housing to be prioritized for those who live or work in the city, rather than those seeking investment properties or vacation homes. Some respondents also expressed their hope that homeownership could become a more feasible option in Monterey. While many respondents were enthusiastic about the potential for new or affordable housing, respondents were consistently concerned about traffic congestion and parking issues that will result from building new housing units, especially with the high levels of commuter traffic that already exist.

Respondents who did reference preferences for infill development or vacant land development were about split on which they preferred. Some respondents were excited about building more densely in certain areas like Downtown, Lighthouse, and Del Monte that would increase access to walkable or bikeable amenities such as grocery stores and ideally alleviate traffic. A small group of these respondents were also interested in the potential for a more sustainable housing option that would not disturb habitat in other open areas. On the other hand, a similar group of respondents elaborated on their preferences for housing and commercial development on vacant areas like Fort Ord, Ryan Ranch, and Garden Road/Airport/Highway 68 largely due to existing traffic concerns in the denser parts of the City. Often, both groups of responses acknowledged already existing problems with parking and congestion around the City. A small group of respondents expressed interest in increased public transportation options and accessibility.

Other concerns mentioned included whether it is feasible to build the number of potential new units identified with current local water availability and environmental hazard concerns, such as flooding, climate change, and fire risks to new housing. Some respondents were not in favor of building any new housing or the extent of new housing described in Monterey, a few citing traffic congestion and concerns for water availability.



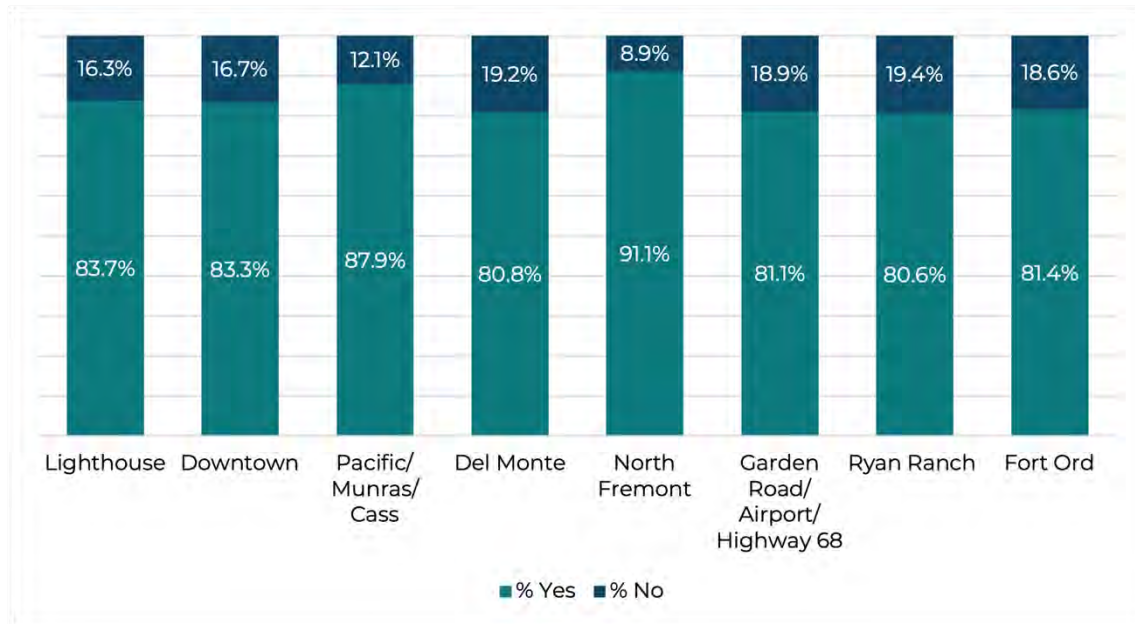
## 10-Minute Survey

The 10-minute survey allowed respondents to choose which opportunity areas to explore and comment on. In total, 427 people provided responses regarding one or more opportunity areas. Lighthouse received 416 responses, Downtown 364 responses, Pacific/Munras/Cass received 329 responses, Del Monte received 302 responses, North Fremont received 298 responses, Garden Road/Airport/Highway 68 received 312 responses, Ryan Ranch received 284 responses, and Fort Ord received 303 responses.

### Question 1: “Do you support adding new housing in this area?”

For any area respondents chose to comment on, they were first asked a “Yes” or “No” question on whether they supported new housing in the area they chose. Figure 13 shows the distribution of responses for each opportunity area for those who responded to this question for each section of the 10-minute survey. North Fremont had the highest percentage of support for new housing at 91.1 percent, followed by Pacific/Munras/Cass at 87.9 percent. The remaining six opportunity areas ranged from approximately 80 to 83 percent support. This suggests respondents who answered this question were generally in favor of new housing across all eight opportunity areas.

**Figure 13: Responses to Housing Support Per Opportunity Area**

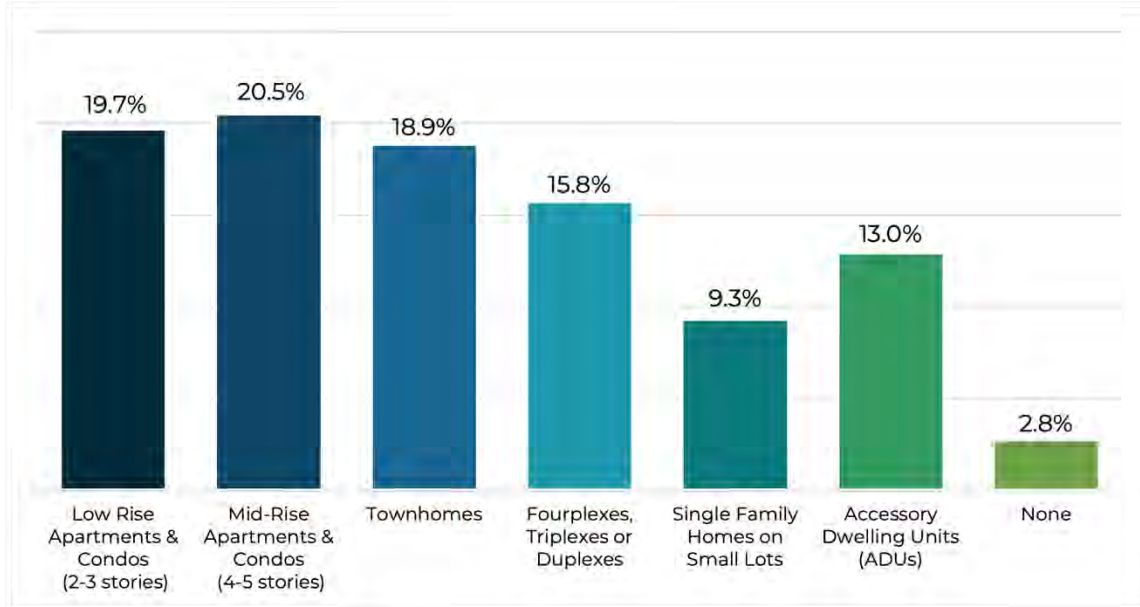


### Question 2: “If housing is built here, what types of housing do you think should be built? Check all that apply.”

An example photo of housing type was included to suggest to respondents what this might look like in practice. Figures 4 through 11 display the distribution of housing preferences for each opportunity area. Across all 8 areas, except for Pacific/Munras/Cass, low rise apartments and condominiums, mid-rise apartments and condominiums, and townhomes were in the top 3 for housing preferences. In 4 of the 8 areas, townhomes were the most preferred housing type with over 20 percent support for townhomes. The largest percentage of support for any housing type across 8 areas was for townhomes in the Downtown area at 27.1 percent. Single family homes on small lots were the least in favor (besides “none”) for 4 out of 8 areas. In the 4 areas where single family homes were not least in favor, ADUs were the least (besides “none”). The largest percentage of support for single family homes on small lots was in Fort Ord with 19.5 percent.

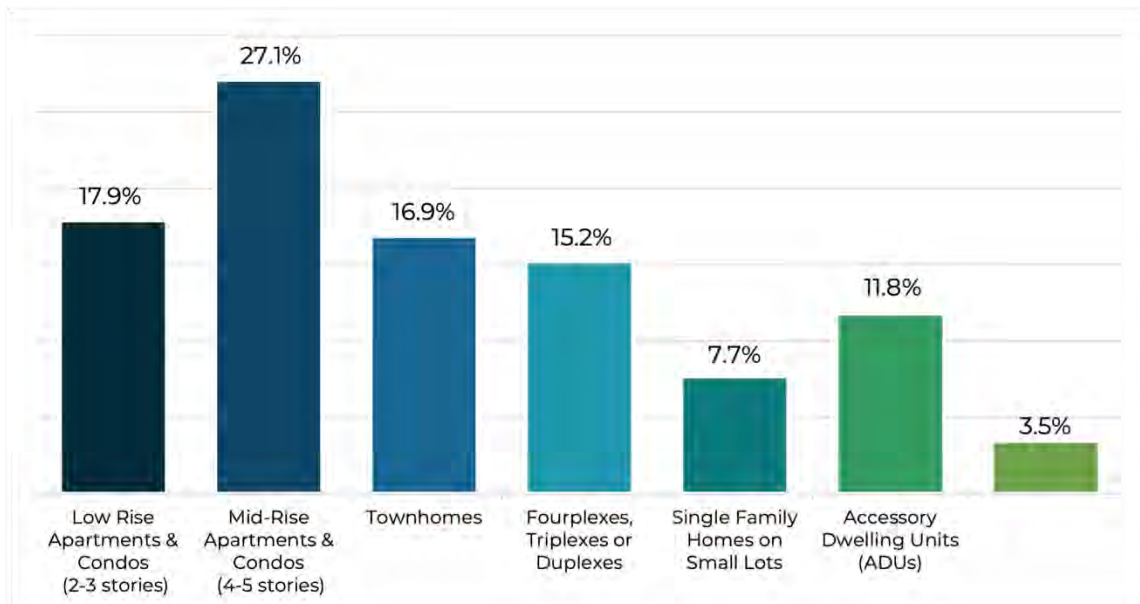
In the Lighthouse area, 20.5 percent of respondents favored mid-rise apartments and condominiums, followed closely by low-rise apartments and condominiums and townhomes at 19.7 and 18.9 percent (Figure 14). Fourplexes, triplexes, and duplexes had 15.8 percent favor, with accessory dwelling units (ADUs) at 13.0 percent. Single family homes on small lots were least in favor at 9.3 percent.

**Figure 14: Area 1 Lighthouse Housing Preferences**



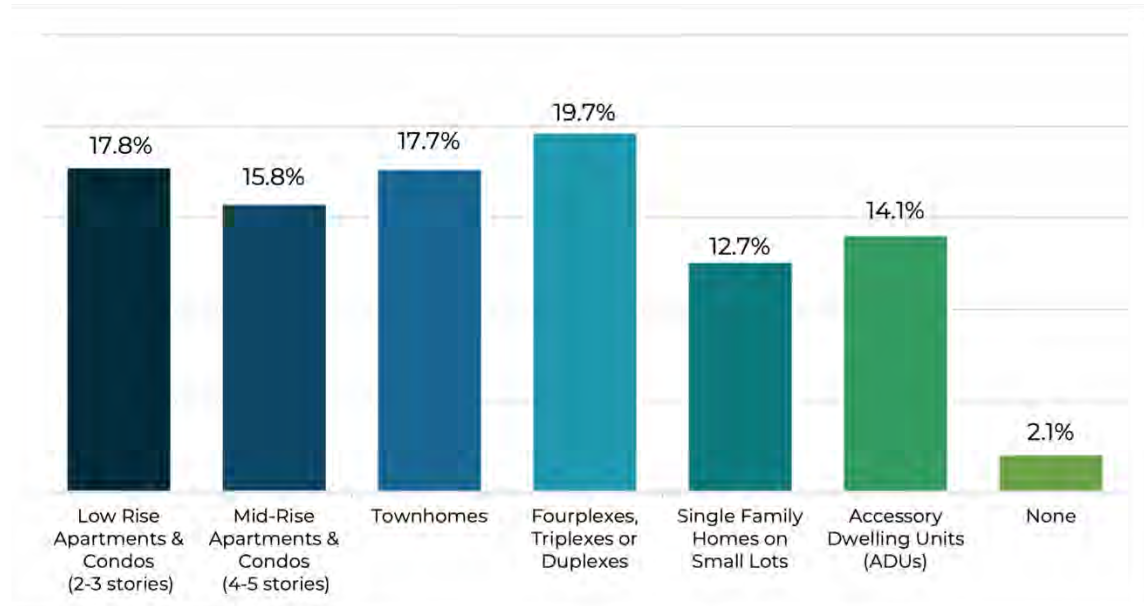
For the Downtown area, 27.1 respondents supported mid-rise apartments and condominiums, the largest percentage of support for any housing type across all 8 opportunity areas (Figure 15). 17.9 percent supported low rise apartments and condominiums and 16.9 percent supported townhomes. Fourplexes, triplexes, and duplexes had 15.2 percent of favor and ADUs 11.8 percent. Similarly to the lighthouse area, single family homes on small lots were least supported at 7.7 percent

**Figure 15: Area 2 Downtown Housing Preferences**



As shown in Figure 16, in the Pacific/Munras/Cass area, most respondents (19.7 percent) were in favor of fourplexes, triplexes, or duplexes, followed by low rise apartments and condominium and townhomes at 17.8 and 17.7 percent respectively. With a more similar share of support, mid-rise apartments and condominiums, ADUs, then single family homes and small lots followed.

**Figure 16: Area 3 Pacific/Munras/Cass Housing Preferences**



The Del Monte area did not have a runaway housing preference: townhomes and low rise apartments and condominiums had an even share of support at 19.2 percent (Figure 17). Mid-rise apartments and condominiums and fourplexes, triplexes, or duplexes were closely behind at 18.0 and 16.6 percent support. Single family homes (12 percent) on small lots and ADUs (11.3 percent) had the least support.

**Figure 17: Area 4 Del Monte Housing Preferences**

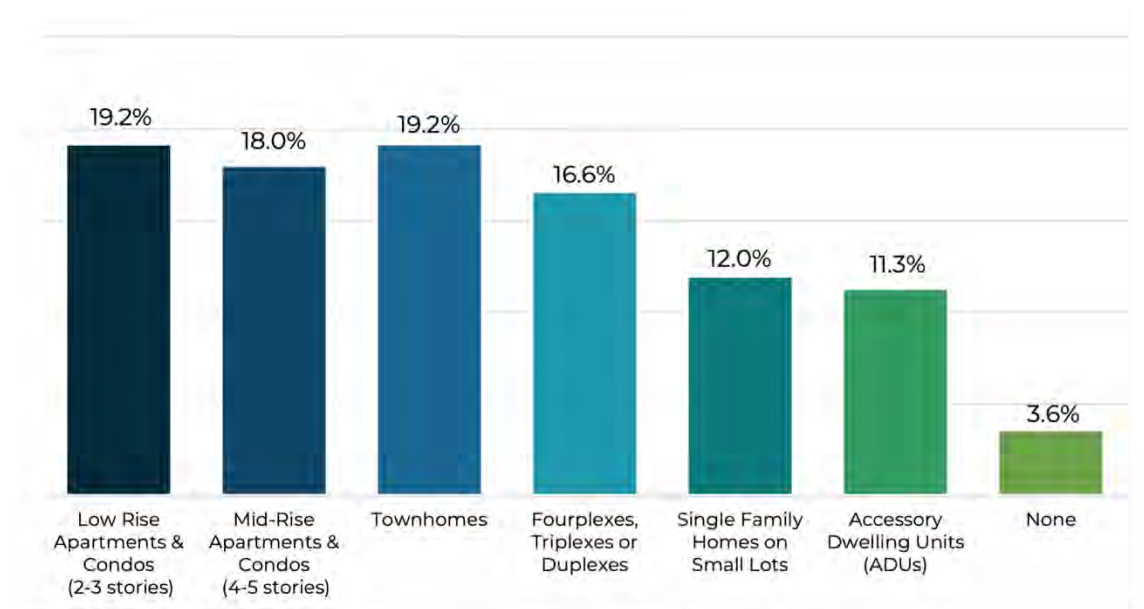
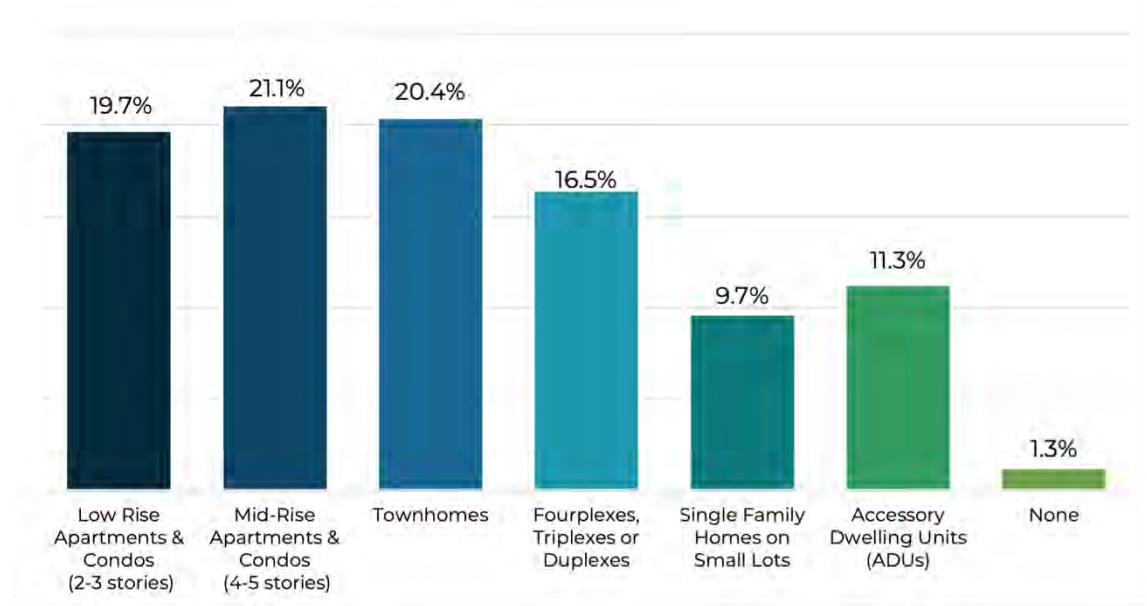


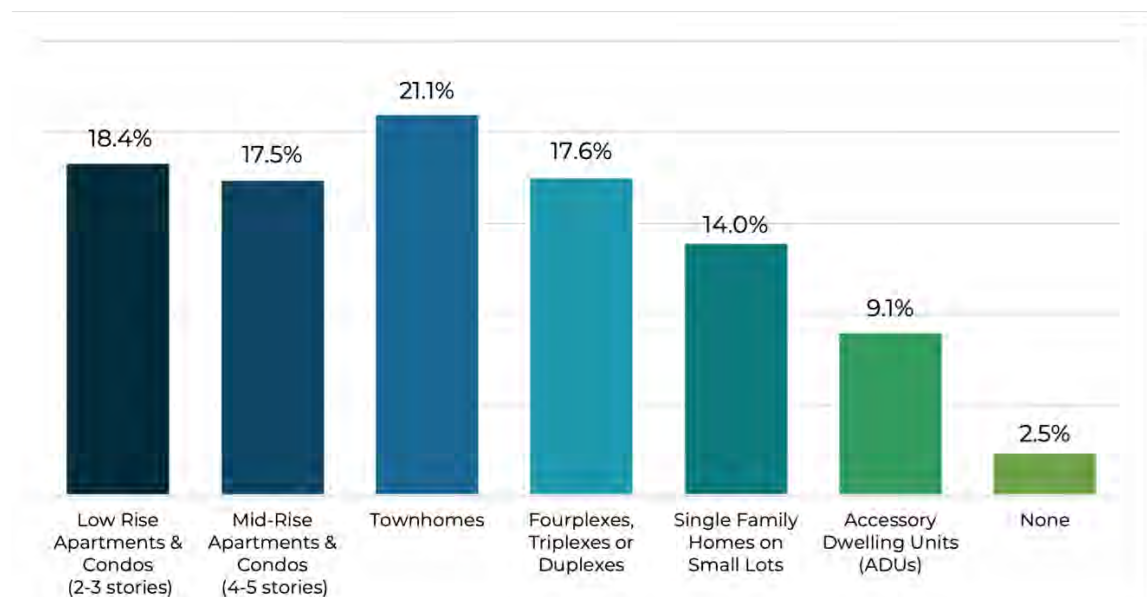
Figure 18 demonstrates that for the North Fremont area, the top 3 housing preferences were mid-rise apartments and condominiums (21.1 percent), townhomes (20.4 percent), and low rise apartments and condominiums (19.7 percent). With slightly less support fourplexes, triplexes, and duplexes had 16.5 percent of the share followed by ADUs at 11.3 percent and 9.7 percent support for single family homes on small lots.

**Figure 18: Area 5 North Fremont Housing Preferences**



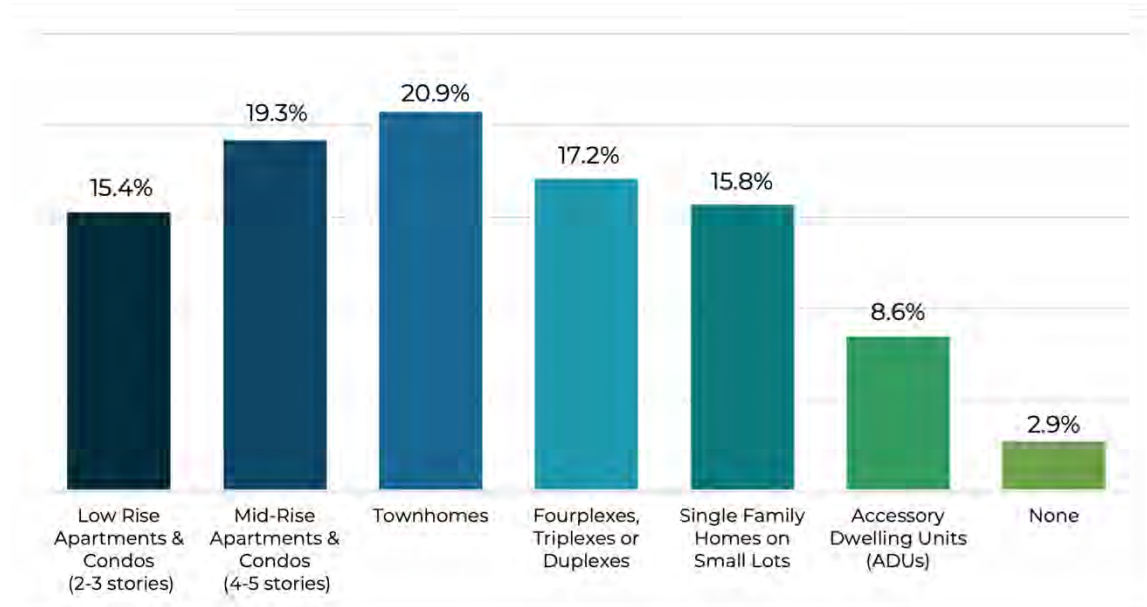
Townhomes were the most preferred for the Garden Road/ Airport/ Highway 68 area at 21.1 percent (Figure 19). Low rise apartments and condominiums, mid-rise apartments and condominiums, and fourplexes, triplexes or duplexes had a similar distribution of preference with 18.4 percent, 17.6 percent, and 17.5 percent respectively. Single family homes on small lots were favored over ADUs with 14 percent compared to 9.1 percent.

**Figure 19: Area 6 Garden Road/Airport/Highway 68 Housing Preferences**



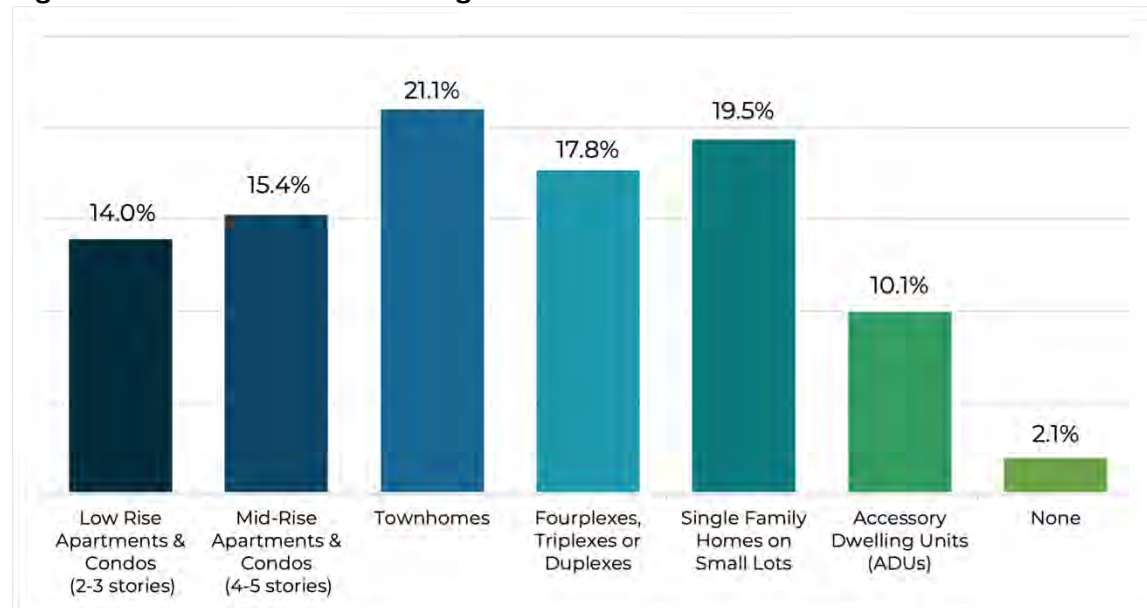
Respondents also preferred Townhomes the most in the Ryan Ranch area at 20.9 percent, followed by 19.3 percent for mid-rise apartments and condominiums, 17.2 percent for fourplexes, triplexes, or duplexes, 15.8 percent for single family homes on small lots, and 15.4 percent for low rise apartments and condominiums (Figure 20).

**Figure 20: Area 7 Ryan Ranch Housing Preferences**



For the Fort Ord area, respondents also favored townhomes the most at 21.1 percent. This is closely followed by single family homes on small lots at 19.5 percent, the largest percentage of support for single family homes on small lots across all 8 areas (Figure 21). Fourplexes, triplexes or duplexes had 17.8 share, mid-rise apartments and condominiums 15.4 percent, and low-rise apartments and condos 14.0 percent. ADUs were the least in favor for housing type at 10.1 percent.

**Figure 21: Area 8 Fort Ord Housing Preferences**





**Question 3: “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here? For example: “This area should have a mix of housing and shops, with a plaza for socializing and listening to live music.” Or “I’d like to see a crosswalk and street trees added on Garden Road.” Or “If new housing is to be built, we’ll need strategies to manage parking in the neighborhood.”**

This section serves as a summary for comments for each opportunity area. Please see Appendix B to see all comments.

### ***Lighthouse***

Question 3 was optional. In total 285 comments were received, which means approximately 70 percent of participants who provided input on the Lighthouse Area chose to leave a detailed comment. Almost 40 percent of all written comments expressed parking and traffic concerns associated with building new housing, considering existing vehicle congestion issues in the Lighthouse area. Of these respondents, some strongly suggested factoring in additional parking and traffic management strategies, while others were interested in improved pedestrian safety, commuter bike paths, or public transit alternatives.

Acknowledging the area is already walkable and a draw for tourists, many respondents were interested in further developing amenities in the Lighthouse area with shops for locals and plazas or spaces for community members of all ages to socialize or host events. In addition, respondents were eager to maintain the architectural character of the area that is consistent with the city, which for many included preserving ocean views and access to the beach.

Approximately 25 percent of respondents were interested in mixed-use developments in this area, citing similar interests to bolster walkability and commercial amenities that could serve future residents and tourism. Respondents suggested this would be a good area to target housing for young professionals, families, and students. Some residents also discussed affordability concerns and were eager to build housing that would be available for people who work in the area, including on Cannery row and the Aquarium. Respondents who were not in favor of adding housing in this area were frequently very concerned about increased traffic or noise pollution or were interested in maintaining primarily commercial uses.

Other themes that emerged include:

- Comments on Lighthouse Avenue
  - Congestion concerns
  - Potential to turn it into a one-way street
  - Desire for safer crosswalks
- Proximity to the ocean as an environmental hazard, including limited evacuation routes with traffic concerns around the tunnel
- Concern about Tier 1 sites, especially the Andronico’s potentially being redeveloped into housing
- Ensuring new housing is not utilized for vacation homes, Airbnb or other investment property
- Lack of support for luxury condos or apartments
- Improving curb appeal for tourists and residents with additional street trees and addressing run-down properties

## **Downtown**

In total 236 comments were received, which means approximately 50 percent of participants who provided input on the Downtown Area chose to leave a detailed comment. Many respondents spoke to the potential for Downtown to continue to become a walkable, vibrant, and cultural center for all members of the community. While many respondents noted the area has been making steps in the right direction to accommodate local and tourist activity and, more could be done to increase the social and cultural character and appeal of the area. Ideas included maintain aesthetic and historical character, introducing a greater variety of shops, more outdoor dining opportunities, street trees, and plazas. One strategy suggested by a large group of respondents included developing pedestrian only or pedestrian-friendly zones, especially on Alvarado Street. Some respondents thought more mixed-use infrastructure would help support local businesses and the local economy.

Parking concerns, however, made up the largest share of responses, described as a major limiting factor in this area if new housing was built. Respondents strongly urged strategies to either manage or create parking opportunities. Other concerns related to new housing in this area included environmental hazards such as sea-level rise and tsunami risk, and existing congestion and crowding that could worsen existing problems in the Downtown area. Some respondents did not support housing in this area mainly due to existing congestion and density.

Other themes that emerged included:

- Housing for lower- and middle-income residents and workers
- Support for a variety of housing types: seniors, student, veteran, artist, and workforce housing
- Preserving local character
- Improved public transportation alternatives
- Concerns about unhoused individuals

## **Pacific/Munras/Cass**

In total 188 comments were received, which means approximately 60 percent of participants who provided input on the Pacific/Munras/Cass Area chose to leave a detailed comment. A large group of respondents were enthusiastic about the potential for this area, mainly due to the existing amenities including proximity to transit, grocery stores, and the Downtown area. Building out the connection between Downtown and this area was of interest to many respondents, describing visions that included a variety of housing types, more commercial opportunities, improved pedestrian or bike paths (especially on Pacific and Munras), park options, street trees and other landscaping. Some respondents favored more specific consideration to housing density depending on the street and proximity to Downtown. There were also split opinions on the existing offices, especially medical offices in the area. Some respondents advocated for moving these to more commercial centered areas, others thought it make sense to convert some of these offices back to housing, while others preferred to maintain the commercial buildings in the area. Some respondents were also interested in adding ADUs in this area.

Parking and road concerns were again noted as a concern with the potential for new units in this area. Many commented on the challenges Cass Street presents, including split interests on maintaining or altering the current character and the existing narrow street. The existing motels were also mentioned by some respondents, again with split interests on preserving them as commercial needs or potential converting them to housing.

### **Del Monte**

In total 168 comments were received, which means approximately 50 percent of participants who provided input on the Del Monte Area chose to leave a detailed comment. Respondents who were interested in building housing in this area expressed a desire for more commercial uses, curb appeal, and street trees to improve pedestrian use, safety, and enjoyment. Respondents commented on the beauty and location potential of this area with proximity to Highway 1, the beach, parks, and the recreation trail. However, comments also acknowledged limitations that Del Monte Avenue poses as a high-traffic arterial, including noise, pedestrian safety, minimal commercial opportunities, and current industrial uses in the area. Some respondents suggested a pedestrian bridge over Del Monte Avenue that would connect people to the beach and decrease pedestrian proximity to the road.

Proximity to the ocean and the threat of sea level rise in this area concerned some respondents, with others strongly urging for preservation of the sand dunes. Some respondents wondered where else industrial uses could go in the City if they were to be displaced by housing and new commercial. Those who did not support new housing in this area frequently thought that traffic on Del Monte Avenue is already too congested.

Other themes that emerged included:

- Preferences for a variety of housing types depending on the surrounding streets
- Maintain single-family character and R-1 zoning
- Concerns about unhoused individuals

### **North Fremont**

In total 171 comments were received, which means approximately 60 percent of participants who provided input on the North Fremont Area chose to leave a detailed comment. Most respondents agreed this area needs investment. A large group of respondents were interested in revitalizing the area with mixed-use housing (approximately 25 percent) and improved active transportation infrastructure (approximately 15 percent), while others felt North Fremont Street would not be conducive to a pleasant residential environment due to traffic, noise, and other concerns.

Those interested in revitalization believed proximity to the highway and existing commercial amenities added to the potential for residential development. These respondents were consistently eager to see improved pedestrian safety on North Fremont, new retail and entertainment, more street trees and landscaping, and additional parks or green space. Many expressed this would be a good area for affordable projects. On the other hand, some respondents were eager to preserve the single-family character in the Fremont area, and either limit new housing development or at least keep densities low.

Respondents also had mixed opinions about the bike path on North Fremont, some suggested its removal entirely, while others thought it was necessary to establish connectivity to other protected bike paths for it to be functional. As is the case in other opportunity areas, many respondents (approximately 15 percent) voiced concerns about parking and vehicle congestion, hoping any new development would be accompanied by parking and traffic management strategies.

Other themes that emerged included:

- Mixed input on density for those interested in multi-family housing
- Mixed input on the current value and potential uses of the Fairgrounds
- Repurposing vacant lots and underutilized commercial.
- Airport traffic, noise, and pollution concerns

### ***Garden Road/Airport/Highway 68***

In total 172 comments were received, which means approximately 55 percent of participants who provided input on the Garden Road/Airport/Highway 68 Area chose to leave a detailed comment. Generally, respondents had diverse visions for this area. Some respondents were excited about the potential for new development, while others thought commercial and industrial uses should be preserved. Many respondents agreed that currently there is limited infrastructure and commercial to support residential without worsening vehicle traffic. Over 20 percent of respondents expressed strong concerns about airport noise, pollution, and traffic on Highway 68.

Respondents who did not support new housing in this area (approximately 15 percent) cited existing traffic concerns, Highway 68 road safety concerns, airport noise, interest in maintaining open space, and limited existing amenities. Some respondents thought it would be better to maintain commercial and industrial uses only, while others were interested in converting underutilized commercial and offices.

Many of those in favor of housing were eager to ensure that any future growth around this area would be accompanied by pedestrian and biking infrastructure, street trees and landscaping, parks or gathering spaces, more commercial and retail nearby, and overall improved connectivity to other parts of the city. These respondents also were interested in workforce or more affordable housing options.

Other themes that emerged included:

- Some desire to maintain separation between multi-family and single-family neighborhoods if housing is developed;
- Safety concerns over current speed limit and road conditions on Highway 68; and
- Support for high-density housing in the area.

### ***Ryan Ranch***

In total 153 comments were received, which means approximately 50 percent of participants who provided input on the Ryan Ranch Area chose to leave a detailed comment. Respondents also had mixed visions for this area. Many respondents interested in housing in this area felt new infrastructure would be crucial to facilitating new housing. They suggested retail conveniences, community parks or open space, more pedestrian and bike infrastructure, and better transit connectivity would increase livability for future residents while also addressing traffic concerns. Over 18 percent of respondents were also interested in new parks and open space opportunities. Many respondents were excited about housing and development that would serve the workforce or students in this area and complement existing commercial uses.

Some respondents who preferred maintaining a business environment were still in favor of adding convenience commercial (grocery stores, eateries, and other day-to-day retail) to at least serve the existing work force in the area. Interests were also divided over potential development character and intensity in this area, with some respondents eager to see more mixed-use and infill development, while others were interested in single-family homes.

Notably, a significant group of respondents (15 percent) did not support new housing in this area, with many interested in preserving existing uses instead. Other concerns mentioned included liquefaction risk, increased traffic on Highway 68, and airport noise. Some respondents saw proximity to highway 68 and 1 as an added convenience for any future residents, while others viewed the proximity as an externality creating traffic and congestion.

Other themes that emerged included:

- Parking considerations for any new housing developments

- Build affordable housing for workers or develop student housing

### **Fort Ord**

In total 167 comments were received, which means approximately 55 percent of participants who provided input on the Fort Ord Area chose to leave a detailed comment. Overall, while a strong majority of respondents supported housing at Fort Ord, those who left comments expressed a range of opinions regarding development and conservation on the site. Many respondents who were not in favor of housing frequently did not support the idea of building on undeveloped, wild land (approximately 20 percent), while others mentioned the lack of infrastructure and limited connectivity to other parts of the City as reasons for not pursuing development on the site. Other concerns raised regarding housing development on the site included airport noise, water availability, and increased traffic and road safety, especially on Highway 68. Some of these respondents expressed preference for hiking or biking trails were created.

On the other hand, many respondents who left comments were interested in housing development that was more integrated with the natural environment or preserved some open space. Many respondents who left comments wanting to see development of this area were interested in a mix of housing types. Some thought there was opportunity to build in volume, which could potentially address affordability concerns. Many also were interested in added local amenities such as grocery stores, restaurants, and gas stations, as well as pedestrian and bicycle infrastructure, and new transit connections. The need for adequate parking was often cited.

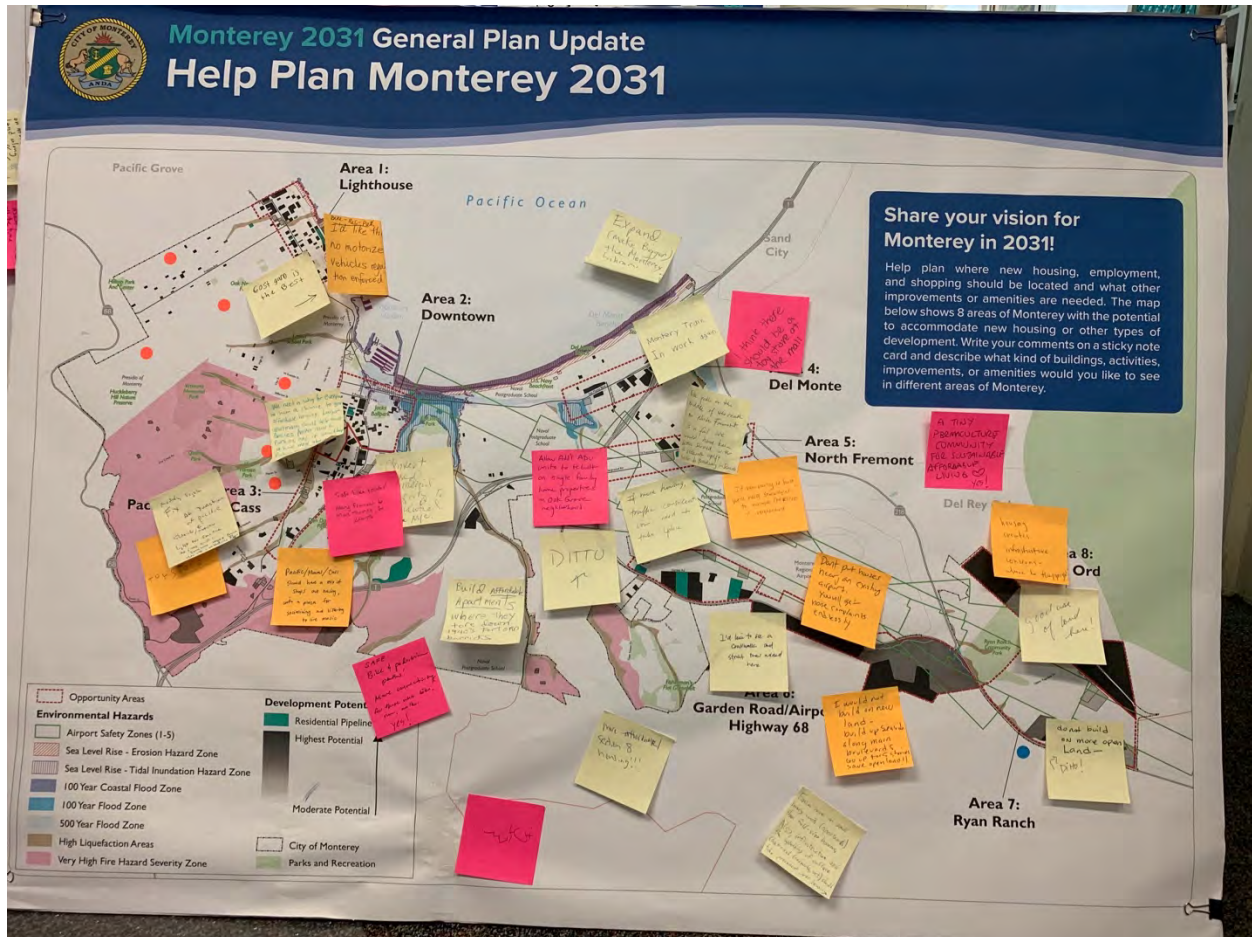
Other themes that emerged included:

- Building in Fort Ord would remove burden from other already built-up and congested areas;
- If partially preserved, access to existing nature environment could be a draw for future residents;
- Desire to include senior housing here if amenities are also built; and
- Need for a focus on sustainability in the design of new development on the site.



## IN-PERSON OUTREACH COMMENTS

Comments were also collected via in-person outreach events. At each event, there were three boards set up depicting 1) project background, online survey, and opportunity areas, specifically how opportunity areas were identified, 2) a poster version of the five-minute survey online, intended for participants to reflect on the strategy needed to meet Monterey's 3,654 RHNA allocation, and 3) a map of Monterey with opportunity areas highlighted and a place for community members to share their vision for Monterey on sticky notes.



Overall, participants were supportive of a variety of housing types, specifically townhomes, fourplexes, and senior housing, to alleviate the housing crisis in Monterey. Participants were wary of the aspects needed with housing development, like proper infrastructure, water, traffic, schools, and amenities like grocery stores. Many participants were drawn to the old Fort Ord site as a place for new housing, though a couple participants did express the need for safety, transportation (bus routes to commute to central Monterey), and park facilities for this area. However, others were adamant that open land should be preserved. Participants noted that the Lighthouse opportunity area is already congested, and it may be best to put housing near less developed areas, such as North Fremont and Del Monte Avenue. A few comments also were eager to see improved bike path infrastructure. Concerns about unhoused individuals, traffic, and water were also described.

Another common theme heard in the pop-up events was how expensive it is to both rent and buy in Monterey. Many older participants expressed they had been renting for decades in hopes to eventually purchase a home but have not been able to due to the rising prices in the housing market.

## COMMUNITY HOUSING PREFERENCE RANKING

An important focus of the survey was on gauging community members' preferred locations for new housing as needed to accommodate the City's RHNA obligations for the 2023-31 planning period. This input will help shape the strategy presented in the Housing Element, guiding both the selection of sites and the actions needed to facilitate development on them.

To assess preferences, several key indicators were considered:

- the average number of housing units allocated to each of the opportunity areas from the 5-minute survey;
- the average percentage of the maximum allocated to each of the opportunity areas from the 5-minute survey; and
- percentage of respondents who supported new housing to each opportunity area from the 10-minute survey.

Each of the eight opportunity areas was scored and ranked individually on these indicators, as shown on Tables 2, 3 and 4 below. For each indicator, the highest ranked opportunity area received a score of 8 and the lowest received a score of 1. Then the scores were aggregated to present total cumulative ranking out of a maximum possible 24 points. Fort Ord was therefore ranked first for housing preferences across these three indicators, with North Fremont second, followed by Ryan Ranch, Garden Road/Airport/Highway 68, Downtown, then Lighthouse. Pacific/Munras/Cass and Del Monte had under 10 total points.

**Table 1: Cumulative Rankings**

	<i>Total Points</i>
Area 8: Fort Ord	20
Area 5: North Fremont	16
Area 7: Ryan Ranch	16
Area 6: Garden Road/Airport/Highway 68	15
Area 2: Downtown	13
Area 1: Lighthouse	12
Area 3: Pacific/Munras/Cass	9
Area 4: Del Monte	7

**Table 2: Average Housing Units Ranking (5-Minute Survey)**

	<i>Average Housing Units</i>	<i>Points</i>
Area 8: Fort Ord	1953.73	8
Area 6: Garden Road/Airport/Highway 68	1045.23	7
Area 7: Ryan Ranch	587.46	6
Area 2: Downtown	297.79	5
Area 5: North Fremont	241.20	4
Area 1: Lighthouse	181.66	3
Area 4: Del Monte	159.74	2
Area 3: Pacific/Munras/Cass	121.88	1

**Table 3: Average Percent of the Maximum Units Allocated Rankings (5-Minute Survey)**

	<i>% of the Maximum Units (Average)</i>	<i>Points</i>
Area 8: Fort Ord	88.81%	8
Area 7: Ryan Ranch	83.92%	7
Area 6: Garden Road/Airport/Highway 68	83.62%	6
Area 5: North Fremont	73.09%	5
Area 4: Del Monte	69.45%	4
Area 3: Pacific/Munras/Cass	65.88%	3
Area 2: Downtown	59.56%	2
Area 1: Lighthouse	55.90%	1

**Table 4: Percent Support for New Housing Rankings of All Respondents (10-Minute Survey)**

	<i>Support for New Housing</i>	<i>Points</i>
Area 1: Lighthouse	74.28%	8
Area 5: North Fremont	68.46%	7
Area 2: Downtown	68.41%	6
Area 3: Pacific/Munras/Cass	68.39%	5
Area 8: Fort Ord	63.70%	4
Area 7: Ryan Ranch	63.03%	3
Area 6: Garden Road/Airport/Highway 68	61.86%	2
Area 4: Del Monte	61.26%	1

# Appendix A: Survey Questions

## 5-MINUTE SURVEY

### How many new homes would you allocate to each area?

As you slide the scale, the bar below will show progress toward the minimum, when it turns green, you have met the State-mandated quota. **The maximum number of homes possible on all sites is 5,720. You need to allocate at least 3,654.**



Pipeline projects consist of residential and mixed-use development projects in various stages of development throughout Monterey. To view a full list of pipeline projects and their descriptions, visit the following link:



[City of Monterey Pipeline Projects](#)

**Your remaining points:**

5,720 pts

MINIMUM SPEND  
3654 PTS

Sort by ▾

### Area 1: Lighthouse

[Read More](#)

0 pts ▴ ▾

1 pts
325 pts



## Area 2: Downtown

[Read More](#)

0 pts



## Area 3: Pacific/Munras/Cass

[Read More](#)

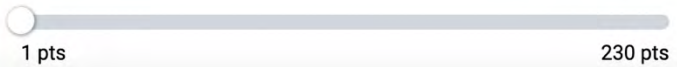
0 pts



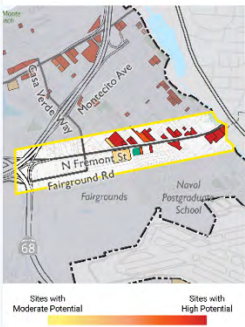

## Area 4: Del Monte

[Read More](#)

0 pts











### Area 5: North Fremont

[Read More](#)


0 pts 

1 pts 330 pts

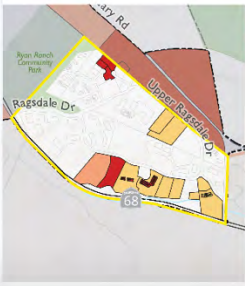




### Area 6: Garden Road/Airport/Highway 68

[Read More](#)


0 pts 

1 pts 1250 pts


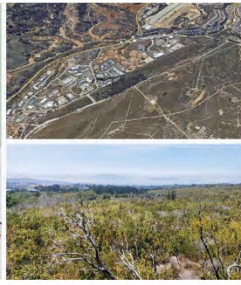



### Area 7: Ryan Ranch

[Read More](#)


0 pts 

1 pts 700 pts

### Area 8: Fort Ord

[Read More](#)

0 pts 

1 pts 2200 pts

**After submitting your allocations, don't forget to answer the demographic questions and hit finish to register your responses.**

**The survey is not complete until you click finish!**

**Leave a comment about your choices if you like.**

### **Demographic Questions**

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**What is your age?**

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**What gender do you identify as?**

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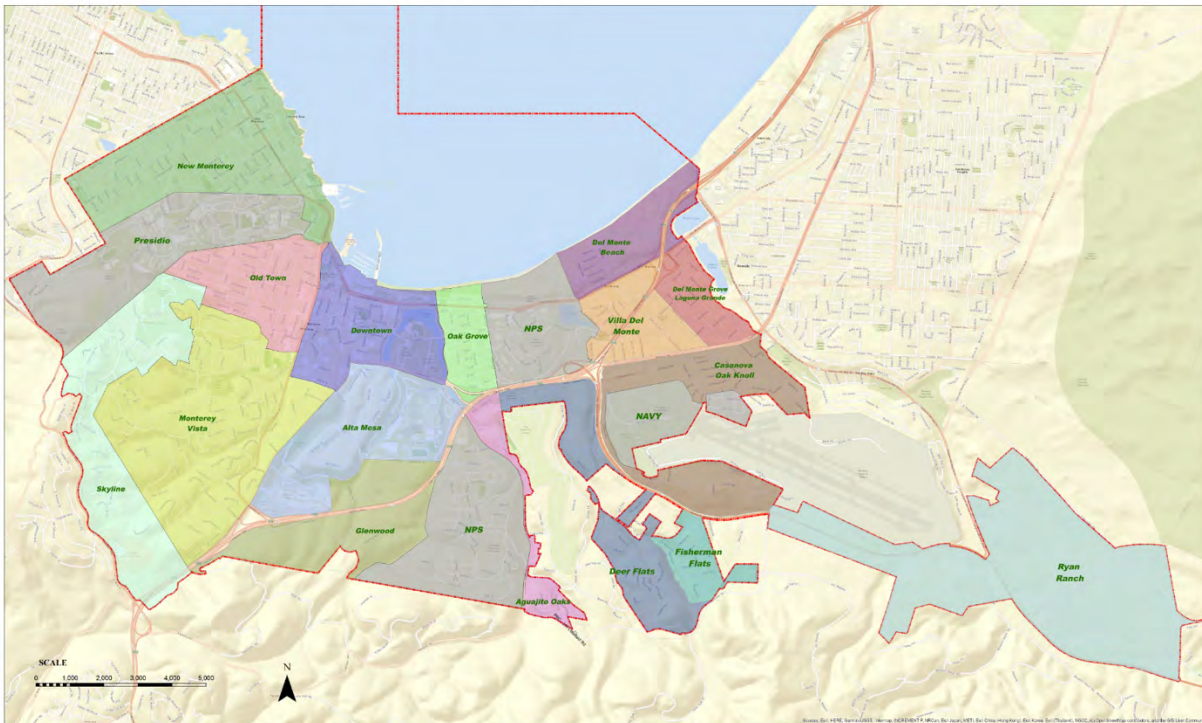
**Do you \_\_\_\_\_ in Monterey? Check all that apply.**

- ☐ Work
- ☐ Attend school
- ☐ Rent a home
- ☐ Own a home
- ☐ Other (please specify)

**How long have you lived/worked in the City of Monterey?**

----

Which neighborhood do you live/work/go to school in?



**Thank you! Your feedback will help shape the future of Monterey. A survey report will be posted on Have Your Say Monterey once the results are analyzed. If you'd like to be notified when the results are available, please sign up here:**

**Email (optional)**

For updates on the project and to learn about other ways to be involved visit <https://haveyoursaymonterey.org/monterey2031>.

## 10-MINUTE SURVEY

### If You Have 10 Minutes or More

Amid the ongoing housing crisis in California, Monterey is required to plan for at least **3,654** new homes by 2031 to meet current and projected need. The availability of water supply to serve new homes is being addressed through a separate process. The goal of this process is to develop a legally compliant housing plan that can be implemented when water is available.

This survey is designed to collect community input on 8 areas that may be appropriate for new housing or other types of development. Use the interactive maps below to share your thoughts. The HOW TO USE THE MAP tab below provides step-by-step instructions. You can choose which areas and how many you want to comment on. You can also leave a comment about your choices if you like. Under each opportunity area, after you answer questions 1-3, click on the SUBMIT button at the bottom of the page to submit your comments. When you are done taking the survey, click on the FINISH tab to answer a few quick demographic questions to help us better understand the results, and finally click on the FINISH to complete the survey.

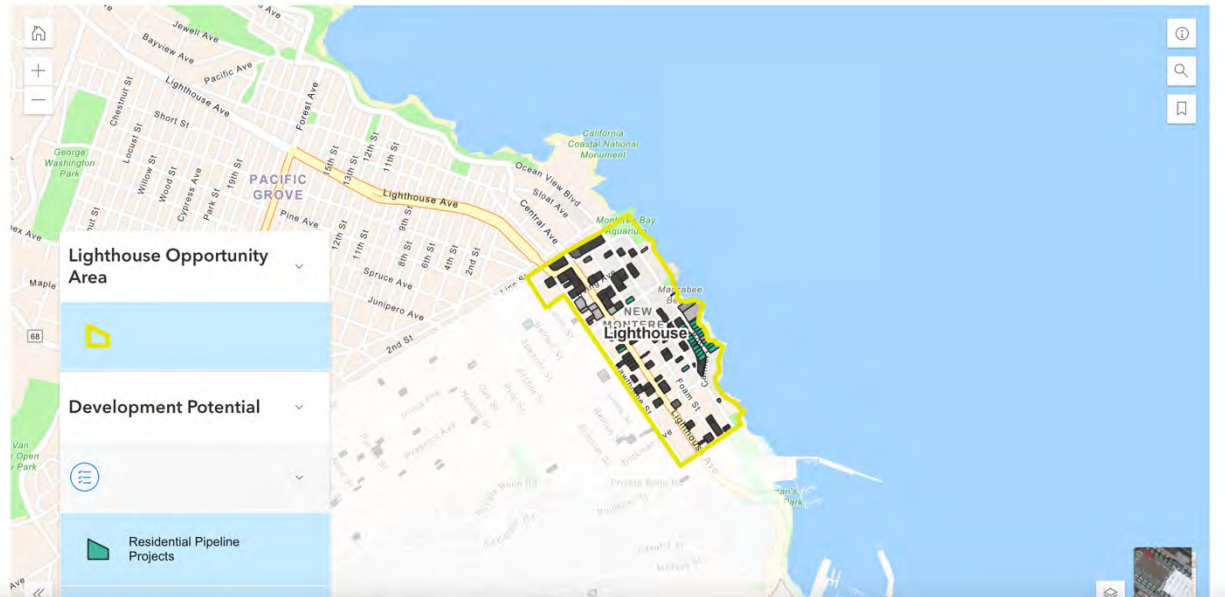
HOW TO USE THE MAP	<b>1. LIGHTHOUSE</b>	2. DOWNTOWN	3. PACIFIC/MUNRAS/CASS	4. DEL MONTE	5. NORTH FREMONT
6. GARDEN ROAD/AIRPORT/HIGHWAY 68	7. RYAN RANCH	8. FORT ORD	9. FINISH		

City of Monterey Opportunity Area - Lighthouse



HOW TO USE THE MAP	1. LIGHTHOUSE	2. DOWNTOWN	3. PACIFIC/MUNRAS/CASS	4. DEL MONTE	5. NORTH FREMONT
6. GARDEN ROAD/AIRPORT/HIGHWAY 68	7. RYAN RANCH	8. FORT ORD	9. FINISH		

City of Monterey Opportunity Area - Lighthouse



Click to See Legend

Opportunity Area Boundary	<b>Development Potential</b>	Service Station
<b>Environmental Hazards</b>	Residential Pipeline Projects	Hotel, Motel, Lodging Commercial
Airport Safety Zones (1-5)	Tier 1	General Commercial
Sea Level Rise - Erosion Hazard Zone	Tier 2	Office
Sea Level Rise - Tidal Inundation Hazard Zone	Tier 3	Mixed Uses
Tsunami Hazard Area	Tier 4	Business Park/Light Industrial
100 Year Coastal Flood Zone	Tier 5	General Industrial
100 Year Flood Zone	<b>Existing Land Use</b>	Public/Semi-Public
500 Year Flood Zone	Single Family Residential	Institutional
High Liquefaction Areas	Multi Family Residential	Parks, Recreation, Open Space
Very High Fire Hazard Severity Zone		Vacant

## 1. Lighthouse

1. Do you support adding new housing in this area?

2. If housing is built here, what types of housing do you think should be built? Check all that apply.



Low Rise Apartments and Condominiums (2-3 stories)



Mid-Rise Apartments and Condominiums (4-5 stories)



Townhomes



Fourplexes, triplexes or duplexes



Single family homes on small lots



Accessory Dwelling Units (ADUs)



None

☐ Other (please specify)

3. Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here? For example: "This area should have a mix of housing and shops, with a plaza for socializing and listening to live music." Or "I'd like to see a crosswalk and street trees added on Garden Road." Or "If new housing is to be built, we'll need strategies to manage parking in the neighborhood."

Submit



## Appendix B: Open-Ended Responses:

### 5-MINUTE SURVEY

#### Question 2 (5-Minute Survey): “Leave a comment about your choices if you like.”

Fort Ord is only logical place due to space. However, there is not enough water so the whole idea is really silly. It is pushed down people’s throat.

I’m in more support of in-fill housing than of turning any natural habitat or land into housing.

Please don’t destroy the historical feel of our city. It’s a treasure that once lost cannot be regained. Scott Weiner may be so caught up in his housing goals that he may not have noticed the boom has moved to other states. No one wants to live or shop where there is no place to park. Monterey holds a very special place in California’s history. Let’s protect that and be on the right side of history.

I grew up in the South Bay, now a very flavorless Silicon Valley. Cities (Cupertino for one) think nothing of building 22-story office/residence structures right beside one-story homes. A good many residents move away in disgust. Let’s learn from their misfortunes.

There are two hotels that are supposed to start construction one in cannery row and the other in PG. This is an obvious mistake and should instead be made into housing for the community.

Also, the way this survey is designed forces me to choose a large number of houses in Fort Ord and Garden Road. This survey is poorly designed.

Infill the already developed areas especially those that have walkable, bikeable access to stores and other resources first before proceeding with Ft. Ord or other sprawl options! Let’s build our community!

It would be great to include more/better public transportation or bike lines to accompany additional housing in high-traffic areas (especially lighthouse avenue).

Please make these houses affordable and for the working class of Monterey. Not for the Silicon Valley tech workers who are coming in and driving up the prices of homes. Also please prioritize these homes to those that don’t already have one. There are many people who own their second vacation home in Monterey and live somewhere else, thus increasing the prices and limiting housing to those that live here.

There is no way 3,654 housing units will fit or should even be considered for the area. However, in addition to the 8 areas mentioned, there are areas along HWY68 that could be used if we have guaranteed water supply. First, HWY68 between Monterey and Toro park must be widened. As of now the situation on the road between Monterey and Salinas is appalling.

I’m concerned that building not be allowed where we know flooding is likely, but approved all the downtown units because couldn’t hit the required total otherwise. Concern also for traffic flow in senses areas like del monte or Fremont. Biggest concern is that a lot of these sites are in areas where they will likely cost a lot to live there once finished. Adding these units, in some areas on or near the water, do we end up with any affordable housing?

This is just a paper exercise without water; what are the state repercussions when only a small percentage of what’s ‘required’ are built?

I had taken the 10 minute survey and it took me a lot longer but when I went to finish and it asked me to pick my neighborhood, a map appeared and I couldn’t get out and then when I hit back button it erased everything! So disappointing! I said in most areas, especially del monte, garden road, fort ord that we need affordable housing for both low and medium income! Professionals like me who make over 100k are being driven out due to high rental prices and not enough places to rent at a reasonable price. We can’t apply for low cost and can’t afford the mansions. We need tiny homes, smaller one family units and a lot more apartment complexes that help us retain a

**Question 2 (5-Minute Survey): "Leave a comment about your choices if you like."**

diverse workforce. This will reduce commuting costs. There seems to be a bias in making lower cost housing and it's why my family is having to look to move elsewhere as our family grows. I pay \$2000 for a 2 bedroom 1 bath with no laundry and incredibly thin walls and that price is no longer seen here (and it's still so expensive for what I get). As a bicultural professional that gives services to children that they can't find elsewhere I really want to believe this will change but I just don't see the developers wanting to really invest in affordable solutions rather than million dollar mansions....

Area 8 supports a colony of federally listed endangered native plants and should not be developed.

completely incredulous that the state should mandate absurd numbers!

I would seriously like to know why the following neighborhoods are not being subjected to the mandatory State's housing requirements: Fisherman's Flats, Skyline, Monterey Vista, Glenwood, Alta Mesa, Oak Grove, Deer Flats and Fisherman's Flats!!!!!!!!!!!!!!!!!!!!!!

Your solution to the housing issue is the Fort Ord, Ryan Ranch and Garden Road areas. It is absolutely unfair to consider this issue without being equitable across the board to all of the neighborhoods. If you do put the new housing in the 3 undeveloped areas that would be fair. Otherwise I am very disappointed in this City's leadership to select only a handful of already dense neighborhoods to create a solution and leave the other above mentioned neighborhoods not affected or have to be required to do their part for a solution. This is completely wrong. I did the longer survey and did this one so I could leave these comments and I hope my words here are seriously considered and the process is done more fairly.

I would love to help and i can't figure out how to work this survey

It's not feasible to reach this "goal" with the water situation as it is, and all the regulations and restriction the state imposes,

Single family housing will ruin Monterey. Condos, multi-family homes and mixed-use zoning are non negotiables in the modern climate.

I didn't see Pebble Beach ,Carmel or Seaside . I realize it's not Monterey, but its so close and its in Monterey County. Who will qualify ? Developers double the price as units are being built. Look at Seaside Highlands development . 300,000 dollar homes turned into 600,000 overnight . all I have to say is Good luck with that

The city itself is full enough. At the end of the day the traffic & congestion heading north redirects onto north Fremont Ave in north Monterey. More dwellings will make the congestion even worse.

The fact that you have segregated all the different new "housing" areas above for separate comments is asinine. Stupid. (Who the hell is going to fill out all that crap?) You are obviously all techy types that can only understand and sort out basic cultural problems if they are computer based, mathematically defined solutions someone else designed and polled. As such, you are probably stuck in your old ideas of what is acceptable housing today. Ergo, the most effective solution to our housing dilemma is to rethink what kind and size of housing to build and how to incorporate these unique units into the given, specific areas. The most cost effective solution is simple and it's available at a huge saavings vis-a-vis your outdated concept of what is acceptable "housing."

Ready, guys?

Tiny homes! Prefabricated units of all sizes and requirements that can be designed to fit any and all of the new owners, renters, whoever, that will be needing homes. As the phrase goes: Keep It Simple Stupid. KISS. If you are not taking these units into consideration as both in situ, like a trailer park, or as single units fit between existing homes and buildings -- you deserve the oncoming population debacle.

MichaelLattaBooks.com (NarwhalMike@gmail.com)

Utilizing the vacant land near the cannery row would be great, and adding vertical/underground parking.

**Question 2 (5-Minute Survey): “Leave a comment about your choices if you like.”**

I believe that all of this is wrong. We need to fight population increase rather than support it. Increased population means crowding, pollution, and more climate change. If we need more low-income housing, buy some existing housing and make it low-income.

People like to talk about sustainability these days, but the most unsustainable thing is population growth.

I think that there should be investment in 55+ communities similar to SunCity, etc., in Sacramento, Roseville, Rocklin and El Dorado Hills. They are reasonably priced and the HOAs are not prohibitive. The few senior communities, like those in the Carmel Valley area, have absolutely horrendous HOAs. I was looking for something like that, as my home in Monterey has stairs, and I would love a senior community. However, the HOAs here range in the \$1,500 to \$2,000 per month. Totally unaffordable.

The system was a bit confusing. Business people swallowing up homes in Monterey to turn for a profit/charge high rent is the real issue.

I currently rent in the downtown area and would love to be able to buy something in a walkable area. However, I would probably not buy anything north of Pearl St. due to potential effects of climate change. I gave downtown, lighthouse, and Del Monte less than the maximum due to fears of flooding (I know it said Del Monte is not at high risk, but I am concerned about them being adjacent to risk. I gave other areas I would like to live the maximum (e.g. Pacific, North Fremont).

I had to give the outlying areas large numbers since they have the capacity, but I don't think it is fair or desirable to put all the new housing out there.

Build up the downtown area without degrading the beach and hiking trails. Take advantage of the wonderful area of the OLD Fort Ord. North Fremont area is quite undesirable.

I foresee a traffic nightmare unless you can create infrastructure for e-bikes and convince people to use them for commuting and daily chores. The current mindset of “let's fire up my 5000 lb Suburban so I can transport my 150 lb. body on a quick trip to the local market “ is not going to cut it!

No high density to close to beaches

It makes sense to select areas that will have the least impact on traffic. Areas that have more space, where dwellings can be built without impacting or taking up space of business districts are best.

CA refuses to address the underlying reasons contributing to the housing shortages. As a CA native I have seen and worked close to the myriad of variables. In fact, I have had a front row seat to the colossal waste of tax dollars and lack of accountability. As a retiree I now just wish \* to leave \* our unsafe, over regulated state and its continuous rhetoric. Mandating building - without consideration of, and detailed attention to, root problems across systems- is an absurdity and nothing more than propaganda. Distractions and bandaids will not solve the housing crisis - this mandate is simply a deflection of responsibility and actual leadership in Sacramento. The issues are complex, but the response - as has become the standard in CA - to mandate more building - is shortsighted. Our elected leaders have grossly failed CA. Perhaps they ought to clean up and rebuild their own house first before forcing mandates that do not address the underlying problems. To be clear, I do not object to development, but I do object to failed policy after failed policy that has left CA a complete disaster across multiple systems. Those failed policies cost money - lots and lots of money - and more, have cost Californian's their quality of life as residents of this lost state.

Any building proposals in California is troubling because of our lack of water.

3654 ! in Monterey is just troubling - water, our road conditions and already high traffic areas.

Garden Road/68 has the perfect open land space but the added traffic to the already troubled 68 traffic is a concern.

68 would be the only in and out for any homes up there.

Ford Ord and Ryan Ranch seem better as there is the space and there are many ways to get in and out of that area.

**Question 2 (5-Minute Survey): “Leave a comment about your choices if you like.”**

Close enough to already existing markets, shops, restaurants, etc.

I put ridiculously low numbers in areas...N. Fremont, Del Monte, Pacific-Cass and downtown.

The reality of the rents I feel will still be high due to all costs involved that the people we are trying to house still won't be able to afford them.

Its already 3/31 so I am rushing with this.

This looks like a fiasco. Government has failed us all again.

It would be nice to have some more affordable housing here that is new. I don't have a million dollars to buy a house.

make home affordable for healthcare workers like me, for law enforcements, and for hardworking citizens

I like all spots as long as we get some low/ moderately priced housing in our area. So many people have to live out of town even though they work in Monterey

The above exercise did not make any sense as to use up my points required me to max out my vote for every single location. So it did not allow me to prioritize...

Wherever we put these houses, they should be affordable and for the working class of Monterey. Letting people come in to buy houses 2 and 3 creates such a strain on the full time working class residents of Monterey. Not to mention the traffic coming in and out of a town with only 2 roads is ridiculous and unnecessary I do appreciate the ability to have a voice and I can't imagine how difficult this job must be when considering so many opinions.

I would prefer to see a lot of filling in of the already developed areas, which would allow residents to walk or bike to services. Building in the undeveloped areas in Fort Ord and off 68 will increase traffic, and it would be nice to be able to preserve some of the trees and nature in those areas.

By the way this took a lot longer than 5 minutes. It is a good exercise though.

Affordability is the main concern -- I anticipate those in Seaside would be more accessible financially to individuals, including with access to public transit.

Some of the options for housing allocation are TERRIBLE and already highly inundated. It would also be helpful if there were more information about the style of housing (i.e., apartments, town houses, etc). Knowing that information would help me better choose my allocations.

I LIKE GARDEN ROAD BECAUSE ITS AN OPEN SPACE THAT IS CENTRALLY LOCATED AND WILL NOT IMPACT TRAFFIC AS MUCH.

With all of these options, I am extremely concerned with traffic. This traffic on the peninsula has become so much worse in the last few years. What kinds of plans will accompany these new homes on how to combat traffic?

Where will people park - specifically in the Lighthouse, Downtown, Pacific, N Fremont, and Del Monte areas?

I was looking at areas that are not already congested, have more nature access and aren't heavily impacted by traffic

The more we put housing near where people already work (downtown, Lighthouse district, North Fremont area, hotels and medical offices and the mall off Munras) the less traffic we'll have as people don't need to commute, or commute as long and far. Walking and biking a few blocks to work is better for health, better for traffic. Also consider where services already are, especially grocery stores to avoid food deserts. Building in the Fort Ord spot has close access to the Canyon Del Rey grocery, gas, and food services. Ryan Ranch is a food desert people will just need to commute to get basic supplies for life. But like one housing unit there could accomodate some of the staff who work the businesses there and would rather live close to work than to food or fun. Similarly Garden Road is a food desert, and there aren't many major employers. So unlike Ryan Ranch where a little housing might be worth it to some, there are unlikely to be people who want to live near the airport because it's close to work.

**Question 2 (5-Minute Survey): “Leave a comment about your choices if you like.”**

I support already developed areas being re-designed to incorporate housing. I do not support large open/ green habitat spaces to be developed.

Downtown, Lighthouse, Del Monte, North Freemont, Pacific/Munras/Cass, and Garden Road-should be developed a little more where it can be fit in but there are significant issues with parking that would be more difficult to address in those areas.

Ryan Ranch, and Fort Ord can take the most development because of the space that is available. Public transport options should be a very high priority.

Fort Ord and Ryan Ranch could also have room for businesses like grocery stores, gas stations, and other types of businesses to serve those areas and help alleviate traffic to the existing grocery stores, etc.

Downtown areas should be the last consideration until other options to be explored. There are definitely areas to develop, but the risk to flooding is an important disincentive as the homes currently near el Estero may need to be relocated. I would be all for Lighthouse/Cannery Row, Pacific/Munras, Del Monte and Fremont (North Monterey) developments. the RR, Ft. Ord and Garden Rd/68 are no brainers. Encouraging ADU and changing some areas from R1 to R3 (I am thinking New Monterey since the area already has some mixed neighborhoods and a lot of rental property maybe there could be some incentives to encourage more housing.)

Housing should prioritize reducing the need for car commuting. We should prioritize concentrating housing in walkable urban areas.

The areas off hwy 1 from Castro and El Estero through PG are traffic heavy. new housing immediate to these areas would greatly impact access to not only existing communities but also our vital businesses

Make housing denser near downtown cores. It's insane that more housing is not near commercial areas and accessible by foot/bike. The amount of driving you have to do to get around Monterey is unacceptable

Its not just about the area, but its also the cost of the housing in the area. Its find to build condos on canary row, but the added cost to live in them right by the beach is going to be astronomical. Many of the jobs in the area do not pay high enough to support the high mortgage payments. (speaking a nurse and teacher salary)

These plans should include low income housing for an extended amount of years and not just commercial use and luxury apartments.

I'm not sure this is the correct place to mention this, but please emphasize affordable housing as much as you possibly can - I am a Monterey native and cannot afford to live here even with a successful office career. Median rent in Monterey/Seaside/PG is MUCH higher than 30% of the median salary, and even a studio in Salinas is not affordable with current rent and transportation costs. As a single person the MAJORITY of my paycheck goes towards my small 1 bedroom apartment whose water shuts off multiple times per month for emergency repairs. Cost of living has risen hugely but salaries have not risen to match, and as a result there are many people in my situation who will soon be forced out of Monterey county.

Downtown?Del Monte is the perfect and best area to up-zone the properties to allow for higher buildings and mixed use projects with commercial @ ground with all residential above (rental or condo). If there is a way to even increase teh toal number in this area it would be even better. Additionally, all new housing will require water allocation (from somewhere?) and a relaxation of parking space requirements per unit, especially if there is a requirement for a high percentage (anything over 25%) of low-income housing per new development. Without these, making any of these residential projects economically viable will not work.

I believe the downtown area cass st where are all the Dr. Offices for years shouldn't change. Downtown is also noisy for residential. Fort Ord has many empty lot and condos could be build to fulfill the residences needed.

I think Monterey needs to consider traffic and parking first before more housing.



**Question 2 (5-Minute Survey): “Leave a comment about your choices if you like.”**

Any new homes should be for buyers who are going to live there. They should be a pathway to ownership and not rentals, investment properties or second & third homes.

Areas that are further from central areas will need more affordable and accessible public transit. Especially since those areas can house more people.

The areas I didn't mark like downtown, Del Monte, Munras...can't handle more traffic than they already have. Ft ORD, Ryan Ranch, Garden Road have land for development and handle more traffic.

We should focus on infill. Many people in residential parts of Monterey would like to be able to have an ADU and are limited by water credits. As an example: I live in an 800 SF home on a 5,000 SF lot. I have plenty of space on my lot to build an ADU and still have lots of yard space; however, because my home is small and has only 1 bathroom, even by doing all the efficiency retrofits I could do, I wasn't able to get enough water credits for an ADU (aside from limiting needed housing, these rules favor the rich, yet again, who have houses with multiple bathrooms that use more water!), even on my lot that is zoned for multifamily housing! I could provide one more unit of housing on this lot, and others could too. So we shouldn't just look at the easy answers of big subdivisions on the outskirts because that is the simple solution. The simple solution always comes with associated issues, such as increased traffic, limited services for those living in these areas (from Fort Ord or Ryan Ranch, they would have to drive further to buy groceries etc.), expanding development closer to the wildland-urban interface where they may be more susceptible to wildfires, etc.

Additionally, in my neighborhood of New Monterey, there are quite a few old multi-family buildings that could be refurbished and made more efficient and house more living units. Provide incentives for both SFRs and MFRs to provide more housing. Would that provide all the new housing that is needed, maybe not, but it sure would help. Let's think a bit outside the box and do better development that benefits all the residents of Monterey and strengthen our neighborhoods.

I am sorry, the mobile version is difficult for me to navigate.  
My Downtown comments

All ADU's should be mandatory affordable, what we have now is a financial windfall for absentee landlords charging market rates.  
Residential privacy is gone, rentals are filled with multiple tenants in order to afford high rents, parked trucks literally are filling streets, 3 driveways on one lot?

Affordable apartments Downtown is in a rising ocean area, and directly in a Tsunami zone puts poor people in the worst danger zone of the city, prohibited in current city plans, where's is Monterey Fire recommendations on life risk?

Gotta look at developing Aquajito Road area too. Fort Ord is nothing but space to develop housing. It'll be key to work with federal government running NPS and USAG POM too. Develop it and make this beautiful area more affordable!

I don't see what my total is. The box says "you have already submitted your response," but the totals say zero. I think the already dense areas, Areas 1-4, should have half the maximum number. Area 5: 3/4 the number suggested, Area 6: whatever the airport land use plan will permit, and wide open spaces, Areas 6 and 7 --Fort Ord and Ryan Ranc, should have the total number suggested.

1. Are you able to restrict eligibility of applicant to Monterey residents or working in Monterey if it is in the city limits. Or restrict to Monterey county residents if in county district?
2. Once they prove they are low income, do tenants get audited the following years to show they still qualify? If not, they should move out, so another low income can move in.
3. Downtown Monterey and Cannery Row areas are so congested that I think the majority of housing should go

**Question 2 (5-Minute Survey): “Leave a comment about your choices if you like.”**

elsewhere where there is room for development, and transportation and stores and medical offices.

4. I didn't get to finish the survey earlier. I think there was a computer issue. I only got to the first few areas. I think the majority of the build out should be Fort Ord area, Ryan Ranch area...areas where there is room to grow. Thank you for allowing us to voice our opinions:)

Housing at Ryan Ranch and Fort Ord is illogical because residents would have to drive everywhere for food, entertainment, schools.

A key showing what each color represents would be helpful. Is the total number you can get to the actual number of possible housing units? Why is New Monterey and some other areas not included?

No more people beyond tunnel. Access too restrictive, not safe for evacuation as it is.

Downtown and Cannery Row housing will be tricky and will need to be conservative in housing units- it's a commercial zone, so residents need parking and quality of life. These units shouldn't be "cool urban" luxury homes- they need to be designed for the working class. Homes along North Fremont make great sense- as there is already a bus line. Homes in Ryan Ranch and Garden Road also would be nice, but would require partnership with MST for more direct frequent bus lines to Salinas, Monterey and Carmel. Casa Munras is also ideal as there are parking along the street and a quiet commercial area, mixed with residential.

Vacation rentals are taking rental homes from the local population. We need Affordable housing.

Areas like lighthouse in Monterey will become even more full of traffic during summer and rush hour if too many new homes are put in that area.

Please build more housing! We are in an emergency and we need to build as many units as we can without delay. PLEASE HELP US!

The rising sea level is a worry for future planning, as well as traffic, which is not addressed here. If all these additional units were added, would the roadways be worse or are we making strides to use alternative transportation? Seems like the obvious choice would be to add lots of units in Ft Ord, but does that add to the congestion on Hwy 1? Also Ryan Ranch and Garden Road/68 is also impacted if many more housing units were added in these areas, especially since grocery stores, schools, or amenities are not located in these areas.

I wouldn't develop fort ord or ryan ranch at all but we can't hit our number otherwise. Too far to drive without any services.

More higher density units should be closer into town where residents will be able to walk to most things. Further out the housing doesn't have to be as high density as in town. Maintain a lot of mixed use area in all locations, including social areas and parks. Parking should be built into any new residential projects for residents. New housing should not be available to those looking for investment properties and/or 2nd/3rd/4th homes.

Do not contribute to sprawl by building in undeveloped areas! The City of Monterey has been guilty of approving housing in the least desirable areas (areas) because it is 'easier' than building in areas that are already developed. Density is the key- build UP not out.

I wouldn't build new developments in areas with open land. Consider that places like Ryan Ranch and Fort Ord provide habitat from crucial species that helps our environment thrive. Without these species, it could put our ecosystem at risk of collapsing. This could limit our food and water sources. Please be mindful of impacts like these when developing future housing and other projects for the city.

concentrate development on Garden Road, Ryan Ranch and Fort Ord. Too much traffic congestion in town already and more housing in the Fremont or Del Monte corridors will only damage the quality of life of current residents and businesses. Don't want to see gentrification of Del Monte corridor as small businesses there depend

**Question 2 (5-Minute Survey): “Leave a comment about your choices if you like.”**

on lower rents to survive. Intensifying their neighborhood will only result in pushing out small businesses that are resident-serving.

Dense high rise infill with no parking requirements along cannery row and downtown makes by far the most sense. Let's be a real city. Urbanist living is more sustainable both economically and environmentally. We need to stop being a car dependent city.

I consider Tom Rawleyd idea to incorporate county land off 68.

I believe that near downtown and lighthouse too many homes = too much traffic and as we are now traffic is awful already.

What we need is permit parking! That way there is a limit of people for household; otherwise people who are homeowners like myself have a spot to park

Can the rent be affordable?

Other than avoiding 4-5 story buildings next to existing single homes I am for max density.

We MUST build as much housing as water allows, not simply aim low at the minimum 3,654. Allow 2/3/4-plexes, bungalow courts, etc. in R-1 and R-E zones. Reform minimum parking requirements to make room for more units and encourage transit use, bicycling, or preferably just plain walking for daily errands/commute. Back this up with raised crosswalks, protected bike lanes, etc. so we can be safe and comfortable out on our streets, and allow limited commercial uses (a la C-1) in R-2 and R-3 zones so, again, we don't have to drive across town to buy groceries or just have a nice lunch out.

The city of Monterey needs to address the issue of pedestrian safety, proper bike lanes that connect the various areas of the city, limit commuter traffic affecting residential neighborhoods, traffic safety in general and enforcement. The pedestrian, cyclist and public transportation infrastructure in this town is very outdated and unsafe.

How about we work on fixing and updating our local area infrastructure? You want to bring in more people, but nothing is done to support this increase.

There is no indication as to the type of housing - I feel there should be multiple purpose housing/ mix use and lots of granny units. We need housing for women who live longer, have less income and are excellent care takers. I am in a rental where I am a resident host for an Airbnb and it is heavenly. After my husband of 33 yrs divorced me at age 64 to marry a younger woman and he took the family home I have been recreating my life ever since. The arrangement of low rent to manager the property for the owner is fantastic.

Areas not selected would have too much of a traffic impact which is already adverse in these areas

If the city does not legally challenge this stupid law, we are all doomed...

We need more affordable and high density housing. We need to build to minimize sprawl and maximize walkability and park access. This means building up infrastructure concurrently. We would be wise to focus on green building projects that minimize water and energy use and possibly reuse water. Let's stop using our water resources for hotels and use them for residents.

Side note: I tried to fill out the 10 min version of the survey but it would not load on my phone

Fremont needs redevelopment! Turn Fort Ord and Ryan Ranch into an East Garrison like development (duplex/triplex models) with parks and shopping

**Question 2 (5-Minute Survey): “Leave a comment about your choices if you like.”**

Our schools are underfunded and crammed with low income students and horrible ratings. I've lived in Monterey my whole life and wish we could support the people / children already living here more. Let's take the model that Carmel and PG have!! We've had terrible leadership for too long. I wish we didn't have to build any new housing.

I like the idea of having housing near work, Garden Road and Ryan Ranch. Del Monte seems a little bit noisy for housing. City Center is lovely to walk to services.

We are built out. Our roads are already too congested. Who enacted this law?

I would like to see smaller, but more family friendly homes and neighborhoods created with an economy that supports good paying jobs. I would like Monterey to not be dependent on military subsidies and instead be built up as a community with long-term residents of a younger generation that reflect the environmental considerations of a coastal region.

I believe that Monterey needs to be careful to not destroy the quality of life here by over-building. Fort Ord is currently an eye-sore and already has a building footprint. I would like to see walking paths that connect homes to the Fort Ord area. Please keep open space.

It would be great to see Lighthouse accommodate families. Condos and apartments are a good way to provide homes, but again, please allow local people the opportunity to buy, not out of state or foreign investors. Thank you.

Area 6 & 8 has lots of open space that existing wild animals and birds are used to. I would hope that if these areas are developed, the plan would incorporate corridors with native plants for animals and birds to utilize.

Place housing where service industry is prevalent.

## LIGHTHOUSE AREA

### **Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This seems like a great area for further expanding apartments or condos on upper floors and shops on first floors. Some areas are quieter and might be best for just multi-story apartments/condos. The walk-ability is great here.

Additional planning for transit and general mobility to and from downtown Monterey/Hwy 1 to this neighborhood for access to jobs is needed for residents. Given sea level rise concerns and the tunnel, greater access to this part of Monterey needs to be carefully planned.

There should be more strollable areas above the Rec trail. Figure out some way for it to be housing for people who work locally NOT second homes

Widen Lighthouse Ave. In area where it could be widened. Maybe introduce roundabouts to keep traffic flowing, that would also allow left turns on Lighthouse Avenue going up into New Monterey, Instead of having to go all the way down to the David Avenue area, only to turn back on yourself using Hawthorne, it would minimize traffic flow on Hawthorne and Lighthouse Ave. With Cannery Row there it would provide ease of traffic flow. Re-Pave Foam Street the entrance to Cannery Row is hideous quality of a street.

The creation of a commuter bike path is essential and long overdue. There should also be a reduction in parking requirements for construction in this area.

We would like to see more buildings set back from Lighthouse with green space in front of any new residential/commercial buildings.  
Many of the more recent structures loom over the sidewalks making the sidewalks less attractive to pedestrians. The two kinds of units we recommend are partial to residential rather than commercial buildings or combinations thereof.

I just want to have the ability to own property near where I work one day. I worked really hard as a Marine and in graduate school after that, and am now an extremely rare case having been hired back to be a Korean language assistant professor at DLI as a civilian after being a DLI student myself around 10 years ago. And yet I have no hope of ever owning property in the area with a pay of about \$83,000 a year. DLI Faculty are highly skilled, highly educated, extremely hard working professionals who do critically important work for this country and yet we by and large have to rent simply due to the location of the Presidio. And property managers can gouge as much rent as they want because they can rely on the federal government to increase our locality pay just enough to keep pace.

a liveable part of the city with mix of housing and shops with safe pedestrian and bicycle pathways. A plaza would be nice with a view of the bay. Strategies to manage parking would be helpful.

Area is already built-out and over-crowded from traffic and congestion.

I think higher density residential buildings would benefit this area. It would allow more people to be in walking distance to the businesses in this area and access the aquarium easier. There might have to be some improvements to the parking garage nearby to make it more accessible or public transportation to replace needing a car.

Redirect some transit and parking to streets parallel to Lighthouse to spread congestion

Make light house one way.

Make lighthouse one way. Expand development on one side of the street.

Single family homes with garage parking, which may not add to the parking problems in the area.  
This area should also have a mix of housing and shops, with a plaza for socializing and kids entertainment.

Limited housing development under 3 stories



**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Seems like a wonder location for townhomes, a nice way to bring families and students to this area.

Mixed use buildings, a plaza, and less cars. There are parking and traffic issues in this stretch. I would like to see a dedicated bus/bike lane on lighthouse ave with ample bike parking.

I think there is a lot of potential for apartments here, this area is very walkable. If housing is built here, there will be problems managing parking in the area, as well as traffic, which can already get very clogged.

I think that this area should have a mix of housing and commercial properties. Lighthouse is a fast-moving strond that serves as a main thoroughway between Old Town and PG. I think that a key part of this development plan needs to consider how addition housing and the accompanying cars from the residents might influence the flow of traffic. For example, in multi-unit dwellings, having the entrance to parking spaces, parking lots, or garage located somewhere other than Lighthouse Ave would help to keep the flow of traffic moving.

I think that mixed-use developments with commercial space on the ground floor and residential spaces above that would do a good job of maintaining the commercial aspect of Lighthouse Ave while increasing the supply of housing.

Another concern is that the land currently being used by Andronico's is labeled as a Tier 1 property. While there is admittedly a lot of space devoted to parking here, a grocery store is an essential service for residents. As more residential units are built in this area, having close access to a grocery store will become more important. Additionally, there are a lot of Tier 1 spots located within walking distance of Andronico's. Having a grocery store within walking distance is a big plus and could be a major selling point for housing developments.

I actually really agree with what was written in the description of this question. The area should have a mix of housing, shops, dining, etc. There will need to be strategies to manage parking. I am very excited about the possibility of affordable housing on lighthouse. I work near Lighthouse but I do not get paid nearly enough to live close by.

Mid-rise apartments or condominiums that would serve people working in and near the neighborhood. Waiving of some parking requirements, to recognize the ease of access both to a bike path and public transit. Street-level retail where appropriate. Expansion of bike paths beyond just the Recreation Trail, to encourage people to bike when running errands or commuting.

I think that using this area for commercial usage would be better. I would ideally love to see small businesses that are geared towards locals and tourists because right now its a lot of just tourists' shops and this area is not used by many locals.

I would really love to go back to making Cannery Row a non-driving street so that it can be used to also support events like "First Fridays" or "Festivals" that would highlight some of our really good local artists and non-store front businesses.

The Lighthouse area and associated environs are crucial for Monterey as prime tourist destinations, especially with the very popular and universally acknowledged Aquarium at the west end of Cannery Row. Any building works that are undertaken in that area should be empathetic to the open and people friendly atmosphere. The buildings should not create soulless canyons, the views out to the Pacific must be maintained and public access to the beach areas (eg Maccabee Beach) must not become private areas. Tourists/visitors come to enjoy that open feeling and watch the wildlife etc. The sea and the atmosphere associated with it are magnets for tourists.

Any new buildings should be mixed commercial-residential with no more than 2-3 stories set back to maintain the 'openness' and old world charm of such an historic place. However I fear any residential buildings in that area are 'prime' real estate and the sale prices will rapidly reach the multi-million range with abuse of rental laws and other ordinances. Even if they are targeted at low income families that too will be abused when sold as has been the case in many areas of California. Perhaps it is best if the 'residential areas' were hotels? Then hotels in other areas on

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Monterey could be demolished or reworked into affordable apartments? This would retain the charm of the Lighthouse area while reaching the new housing goal?

It is interesting that the CVS parking lot has not been included in the tier 1 plans? It is a prime area and needs to be included. The other areas that include Andronico's, First Awakenings etc should not even be considered they offer services to the residents and help maintain a community outside of the tourist areas. The areas are also popular with the tourists thereby keeping those places sufficiently well used so that commercial enterprises can remain viable. Not only should any work improve the area it should not reduce the use of the area by local residents which seems to be the strategy at the moment! The area east of El Torritos is an area that seems to have been a blight on Cannery Row for many, many years and needs to be rapidly developed into something useful even making it into a picnic/rec area would be better while decisions are being made on its future.

The redevelopment of the ATC in PG in the coming years will change the dynamic for the west end of Lighthouse, the plans for that building are not well thought out and could serve as a model for 'how NOT to redevelop' aging buildings. It looks like an awful design and plan hopefully Monterey will not be so foolish.

Finally any redevelopment needs to allow for adequate parking for visitors in cars and RVs - there seems to be an increasing number of RVs in Monterey which need to be safely accommodated.

Better public transportation to facilitate traffic.

We need more affordable housing for purchase - and parking to accommodate whatever new buildings are built. Also, because of DLI & NPS those of us who are permanent locals are being priced out of our own city because the gov't will pay whatever landlords demand, and the landlords knowing that transitory tenants have this luxury, set the prices stupidly high.

This city also needs a form of rent control.... Some of the existing ADUs are stupidly priced and more expensive than full sized houses for rent.

Maybe there could be some sort of consideration for renting to teachers too. MPUSD does NOT pay its teachers well, and many teachers are leaving the district.

These seems like an area that is ready for growth and development and appears to be an area where young professionals are moving towards. It has also seemed to me to be the spot where DLI students gravitated towards more than any other group but it now seems ripe for 20, 30, and young families to settle into. I think a lot more "mixed use" like housing, and high density housing can be added, while still preserving (or maybe adding to) the areas' aesthetic that draws in tourists.

The existing scale of buildings should be maintained, do not go over 3 stories.

I think the lighthouse area is over populated as is, other parts of Monterey can be used to develop affordable housing. Area suggested in the map as Lighthouse already has a lot of attractions and shopping, more would cause additional traffic and detour locals. Over building near the coast line takes away the beauty of Monterey. Building homes towards the hills would allow for additional housing which is needed, but not take away from the beauty of the coast. People come for the beach life, what good is it if there is no beach to see.

It would be nice to have the Alvarado street blocked off to allow just pedestrians. Creating little shops and restaurants in the middle.

Lighthouse Ave is a prime area for commercial development, and there's a tremendous opportunity to turn it into a walkable, mixed-use neighborhood. Adding higher density housing would have a great effect on local businesses within walking distance of such structures. The worst thing that would be done would be nothing at all (since these businesses currently suffer from not having easy access except by driving) or choking them out with low-density housing.

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

However, for this to really work out well, in addition to higher-density housing like medium-rise apartments, condos, and townhouses, there also needs to be significant expansion of infrastructure for pedestrians and cyclists. I believe the right thing to do would be to pinch down all the streets to one-way single lanes, expand the sidewalks, and add protected (not painted) bike lanes.

Lighthouse district has a lot of potential. It has great bones, but has always been hampered by bad traffic and poor business conditions. The neighborhood is very walkable and could support a rich diversity of local shops and restaurants that could serve both locals and visitors. I think the traffic issues along lighthouse and lack of housing are two issues holding this neighborhood back.

If population density is increased in this area traffic will become more of a problem, The traffic issue may require Lighthouse to become a one way street counterflow to Foam Street. Townhomes provide the best tradeoff between density and impact on the Tourist industry in my opinion.

Responsive streetlights

The one thing I want to see everywhere is affordable housing for both low and medium income. Rentals for a 2 bedroom are over \$2000 and much higher in this particular area. This isn't realistic if we are aiming for a diverse community. It would be great to build keeping nature in mind and maintain common areas. Parking could be underground if apartments are built so that the traffic issue in lighthouse doesn't get worse.

Vibrant area for young professionals and families to have work/life balance. Walkability is high. Provide safe pedestrian access point with curb bumpouts. Add trees and curb appeal with new lighting like Seaside did on Broadway/Obama Way.

For lighthouse, mixed use, high priority transit corridor with headway 15 minutes to transit hubs. Allow 1 car per unit, incentive from developer to gift owner/renter annual transit pass. Add curb appeal and tree lined streets with bump outs for pedestrians.

This is one of the most economically strong areas of Monterey, but pedestrian mobility is not prioritized outside of cannery row. I would like to see more walkways along lighthouse avenue. I would like to see many of the under and unutilized lots turn into apartments and mixed use with commercial zoning.

Lighthouse Avenue is a thoroughfare for cars and hopefully bikes in the future. I disapproved of building the apartments over the businesses on this busy street and unfortunately the result is a very dark and tunnel-like corridor that receives little sun. Water will rise in these areas in the future and we should not be building housing this close to the bay. Up the hill maybe with more duplex, four, plexiglass and one-two story apartments, but there should be parks and bike roads that feed folks onto Lighthouse safely. We really need a parallel road to Lighthouse just for bikes and walkers to get to and from PG. Lighthouse is just too dangerous to park on for shopping and it was not well-thought out when these changes were made, especially since we no longer have an alternative route for cars since traffic was halted going through the DLI.

Perhaps an elevated crosswalk over Lighthouse Avenue would be best for both pedestrians and auto traffic. In this area, traffic often slows due to people parallel parking. Adding residential pedestrians who frequently cross the street could slow traffic further. Some parking on a street running parallel to Lighthouse--perhaps underground parking--would be ideal. I would always like to see trees added. A nice feature near the Aquarium is a small garden between Wave street and Cannery Row. More of that would be very welcome.

As much low income housing as possible. Lighthouse is perfect for a resurgence in the area's Arts & Entertainment culture. Artists and Entertainers need to be able to afford to live here. Make it affordable and watch it flourish. It's slightly dusty at the moment.

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

I would envision duplex, triplex one story housing units with a matching parking lot on the side for off street parking. I think there should be small grocery and drugstore shops every often with adjacent small garden and hardscape areas with benches next to those to bring community together. I think the multiuse housing on top of businesses on Lighthouse avenue created a very dark and shaded corridor and was sorry to see that area developed like that. Especially since parking is already a challenge on that street (way too busy) to access the shops there. Also we should build housing up the hill and not too close to the water front area because we know the water level will be rising over time. We need to open up another main street parallel to Lighthouse going the other way to and from PG. Traffic is too congested on this one street with the DLI access closed, and not user friendly for businesses.

Some of the first-floor retail that is constantly changing hands should be allowed to go to residential - with some restrictions probably. 3 stories should be the limit for housing. The large lot next to El Torito on Cannery Row should be somewhat limited, it would be nice to include some kind of public space there. I wish there were some kind of occupancy restrictions, we certainly don't need more housing for people who just want a vacation place.

Some of the "tier 1" ideas are a bit disheartening. We have to seriously consider the limits of the tunnel, especially after 3pm daily and other times that it can take a horrendous amount of time to drive off the peninsula. Yes, the traffic issue has to be prioritized.

Please do not eliminate the old boilers or existing wood sided structures near the Chart House: they provide character to the area. Please keep the view of the Bay from the Rec trail intact. Maybe the empty parking lot across from the trailside cafe on the trail could incorporate a multi story garage with varied height condos above, but that still allow peeks of the bay from the trail? Also maybe the old buildings across from the Plaza Hotel could be repurposed as cool apartments and lofts?

We DO NOT need anymore hotels OR housing for rich people to buy to use as weekend homes. Any housing opportunities in this map area should be geared for teachers, healthcare workers or people that work in the Lighthouse/Cannery Row area. Please do not make the same mistakes as PG has recently made.

I don't believe any additional housing should be built here. I believe this area is already well developed commercially, so putting housing here wouldn't be feasible in my opinion.

This area is already densely built and heavily impacted with vehicle traffic, but I would support limited growth mainly where there is already existing structure that needs to be replaced. Plazas and mixed use would be appropriate.

It is important to remember that we have the best opportunity for meeting the state's housing requirements by utilizing the land along Garden Road, Ryan Ranch and Fort Ord with a well thought out plan for beautiful, nature inspired neighborhoods with a variety of housing to meet various economic levels. Utilizing those areas takes the burden off of already densely built areas such as the Lighthouse area.

Will need strategies to manage parking.

This area is already over built. And is an overburdened traffic area. I only support additional building on an as needed basis when existing structure must be replaced. Keep the new development for the State's requirements out of dense areas and create lovely, nature inspired housing in the Fort Ord, Ryan Ranch and Garden Road areas.

The area should have a variety of buildings; given the danger of sea water rising, parking on the ground floor or shops/businesses on the ground floor may be preferable to dwellings. Beauty from the Bay and additional small gardens/parks would make it attractive. Senior housing plus housing for all would be a community building plus.

More mixed use residential/commercial properties with integrated parking for residents. No "luxury apartment homes" that artificially inflate rent prices in the area. Living above/near the noise and pollution of Lighthouse is not a luxury.

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Should be mixed use. Businesses below and apts. above. Utilize the space 'above' to make way for parking to support the tenants and shoppers. Restaurant/grocery options should be 1/3-1/2 of retail space for tenants to walk instead of drive to get necessities.

This is a highly commercial area and residential should include commercial options

Park

4+ story apartment buildings with commercial first floors. Bike/walk access is decent in this area already but managing parking given tourists is the major issue.

reduce car traffic on Cannery Row, Wave and Foam. Widen sidewalks and add bike lanes and street trees. Allow mix use with restaurants and shops at street level. Allow restaurants to have outdoor patio.

Mix of housing and shops; parking important, but more important not to use space for nothing but ground-level parking.

Making lighthouse more walkable and have more businesses for the community

I want the folks who work in the area to be able to live in the area.

I live in this area and Lighthouse Ave. already has traffic issues with the existing populous. It gets significantly worse when there is an attraction in town like the AT&T ProAm, Concours, etc.  
I feel that bringing even more people in to live in an already congested tourist area is not wise. However, I know there are a few areas around Lighthouse Ave. that are underdeveloped. There is certainly room to add some new buildings or update existing ones, but not with a high number of new apartments or homes. Where would these people even park?

This densely urban area is in need of a greenbelt with more walkable tracks and trees. Mixed use buildings are viable here. Vehicular traffic and parking will need to be seriously considered and thoughtfully developed. Lighthouse Ave must be redesigned for the safety of both pedestrians and drivers, perhaps by eliminating street parking and adding parking lots at corner of David & Lighthouse and corner of Drake & Lighthouse.

Underground Parking.

Mix of historical buildings maintained, no change to green space, us open lots for new housing while maintaining historic character

Because of limited space I think we need to build at least 3 stories.

I'd like to see a mix of housing in this area that supports singles and families. Parking and traffic flow are the two major concerns. Whatever is built should attempt to keep with the character of Monterey

If new housing is built, we need strategies to manage parking as well as traffic on lighthouse avenue. Every year this section of town gets worse for traffic. I would think roundabouts would be needed in several key intersections - like David Ave

Housing above sustainable retail is desirable. A better traffic plan for Lighthouse and the end-of-day bottleneck at the Lighthouse tunnel will be required.

I'd like to see attempts to encourage housing development overtop of existing storefronts and the mitigation of use of lighthouse ave for parking by developing parklet space in front of existing storefronts, unified as a boardwalk-style walkway.

Clean-up the messy appearance and traffic on Lighthouse Avenue; this means that property owners along this corridor should not have should not have butcher paper over their windows for privacy purposes, dirty and



**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

building fronts and signage should be within a certain standard; NO NEON LIGHTING anymore!!! This means that traffic should be managed more holistically, some thought being given to alternate passage, or allowing left-hand turns as appropriate.

If there is housing to be built, that means parking will add to the already big problem. Think about building small parking garages for RESIDENTS / TENANTS (not available to tourists) to service certain block areas. They should not be staffed, but automated entry, and charges should be minimal per annum.

Businesses geared toward the people who live here

Traffic is already dense and this area should remain attractive to tourists. I was once stuck over an hour during car week, Could not get out on Lighthouse or HWY 68. All side streets were full, I finally stayed with a friend who lived on David Ave.

Here is an opportunity to create housing with less environmental impact. Residents can walk, ride bikes, even take the bus along Lighthouse.

Too crowded. The roads don't support more people and cars.

I hope the remaining ocean view will not be obliterated by commercial development and expensive high end dwellings. Instead, workforce housing and a park by the bay giving tourists and residents a real way to get close to the water. We don't need fancy town houses, we need housing for workers who can then walk or bike to work.

Single family homes allow for homeownership instead of condos or townhomes which are more dense.

The Lighthouse area is already nearly fully developed but because of it's proximity to Cannery Row jobs, more housing is needed. High density (medium rise) is the only way to go because of little land availability. But any development should maintain the character of this area.

More housing density would support more vibrant, foot-traffic driven commerce.

Smart parking solutions will be needed to manage the additional density

I would like to see this area cleaned up. I don't like seeing run down buildings and empty spaces (probably due to the high cost of rent). This is a tourist area so I don't think it makes sense to try and put "affordable" housing here. If you can't afford to live in Monterey, you should move to a place you can afford.

The area directly adjacent to Cannery Row should be studied for environmental impact to ensure no damage is done to the Monterey Bay. If that proves to have no impact, then either low rise condos/apartments could be a good option. Another would be some sort of mixed use, where the ground floor is available for retail with living space above in the form of condos or townhomes. A good example would be Santana Row in San Jose, but at an affordable rate. Four or five story apartment buildings right along the waterfront would take away from the area and could potentially impact tourism revenue. The areas directly along Lighthouse Ave would be a better option for potentially 3 or 4 story condos. Again, this would be best utilized with storefronts on the ground level.

Mid rise apartments are a necessity! I cannot stress enough the need for changing the way we build! The average person in need of housing is single and typically young and they are not looking to start a family when they are often times SHARING what used to be single but large family homes with 4 other young hard working single Americans! This is NOT a town anymore! This is a city! Build up! That doesn't mean build ugly! Look at European styles of mixed concept urban architecture with more pedestrian spaces, neatly tucked parking garages and compact grids that go upward instead of outwards.

As a Monterey renter, my dream is to be able to own a modest home that's within walking distance to work, restaurants, and stores. I love all the above housing options except ADUs, which only aid in current homeowners'

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

wealth and not for new home buyers who are desperate to own and build equity. I'd like to see more reasonably-priced and sustainably-minded housing options in this area geared for community members, NOT vacationers or investors - for both working-class and middle-class people, at prices between \$400-900k. This likely means high-density homes, which I think works especially well in this busier area of Monterey. Lighthouse could use a refresh overall. It's too busy with traffic and it deters folks from wanting to visit the shops given all the traffic noise. I recommend turning into a one-way with a protected two-way bike lane and expanded sidewalk space. Instead, direct the other way of traffic to Foam or another street, if at all possible. It'd be great to see the unused business spaces converted into residences along Lighthouse and nearby streets. Use infill lots to build sustainably-minded multi-unit homes and/or turn them into usable green spaces with native plants. This is the new Monterey I dream about!

We need affordable housing. How can we consider building in an area with Ocean Views which will make rentals expensive and already has loads of tourists with very little parking? Lighthouse Ave already backs up during rush hour, will it now come to a standstill?

My big problem with adding housing to this area is traffic. Lighthouse and the tunnel are awful as it is, both during rush hour and peak tourist times. I live in New Monterey, and it's already too often difficult to get in and out through the tunnel, and 68 is simply too far out of the way. If there was a way to expand access to the area, I'd be fine with most of this. But that would mean either widening the tunnel and/or reworking the lower Presidio area, and I'm not sure if either of those is feasible

If it meets Coastal Commission regulations, I prefer the higher density, multi stories, with a concern that adequate parking is clearly included in the design of any infill.

New housing, more parking. More buses or light rail on Lighthouse.

Plaza for residents needed for farmers market gathering open space also a shared garden to grow vegetables  
Parking needed

Housing for workers who work on Cannery Row.

Improve on all aspects of active transportation, coordinate with MST to provide more frequent service.

For this and other areas in the City, I join LandWatch in supporting these policies:

1. Infill-first policy which makes maximum use of vacant infill and non-vacant developed parcels within developed areas of the City.

Upzoning to allow for high density apartments and mixed use should include at least the downtown core, the main transit corridors (Del Monte, Pacific and Fremont), Garden Road, Del Monte Shopping Center, Ryan Ranch and other already urbanized parts of the City. There are no doubt other areas within the City that could be upzoned and redeveloped.

2. “Affordable by design” zoning of 20 units/acre or more per acre.

Monterey must identify sufficient sites suitable to meet its RHNA for low- and very-low income units. The jurisdiction must show that the sites it identifies for lower income units are in fact going to support affordable housing. The statute allows jurisdictions to use higher density as a proxy for lower income affordability if parcels are zoned to allow sufficient density to accommodate the economies of scale needed to produce affordable housing. For Monterey County, the current default or Mullin density is 20 units per acre.

If a jurisdiction does not rely on the default density levels, its analysis would have to evaluate location-specific factors such as market demand, financial feasibility, and past development project experience at densities that

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

accommodate housing for lower income households. The analysis could be based on information from local builders and examples of recent projects, but it cannot simply rely on subsidized housing, inclusionary ordinance housing, or density bonus housing because these tools are not a substitute for addressing whether the underlying (base) zoning densities are appropriate to accommodate the RHNA for lower income households.

In short, the analysis option requires a lot of local information and potential uncertainty - all for the sake of avoiding an increase to zoning densities. The default densities are simple and certain - HCD must accept them as a sufficient showing that adopted densities are suitable for lower income units.

HCD shares LandWatch’s focus on infill and development in resource-rich communities. It has a well developed process for determining realistic probability of development for non-vacant infill and underutilized land, which the City should employ (see HCD site inventory guidance ). If it hasn’t already, the City should begin the process of identifying non-vacant parcels and determining the realistic development capacity, a critical piece of the HCD process.

3. Avoid building housing on the former Fort Ord because it will be difficult and costly, and also because it is urban sprawl that will increase greenhouse gas emissions.

To the extent that the City identifies vacant, greenfield land on the former Fort Ord, it will need to identify and mitigate significant environmental impacts to biological and other resources — additional impacts that would not occur on infill properties and non-vacant land. As for water, properties on the former Fort Ord that are served by MCWD and identified for residential development can only be served by non-groundwater sources due to the 6,160 unit cap on new residential units served by groundwater, a limitation that does not apply to land within the already urbanized areas of the city. Moreover, ESCA requires that any amount of soil over 10 cubic yards remain on the same parcel it comes from (see Fort Ord Cleanup).

Monterey is required to prepare an Environmental Impact Report for its Housing Element. If the City chooses to include vacant Fort Ord land in the site inventory, it must include an alternative that avoids or minimizes the use of such land in order to reduce impacts.

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I think this is a great solution although the increase of traffic concerns me significantly. How will the peninsula support hundreds more residents (re: vehicles) with an already overtaxed infrastructure? This area is already incredibly hard to reach. This housing solution won’t work without this being considered.

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Good mix of low story housing (so it doesnt block ocean view) and thats it really the area has a good amount of stores in a walkable distance so it doesnt need that much added just more housing units

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This area should be used primarily for shopping, tourist, public parks, restaurants and night life. Mixing with further residential increases traffic and the likelihood or competition for parking/noise control, etc

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Redevelop the senior center to include, a multi story (3-4) mixed use complex, with businesses spaces on Lighthouse Ave. and on site parking. This ,multi-level site can accommodate all these. City currently owns almost the entire block except for the end cap

Provide developers with financial assistance to offset the cost to develop the mandatory 20% affordable housing in order to make it financially feasible.to do so.

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Lighthouse is a very vibrant area of Monterey and could support more housing. the traffic would be a nightmare though and parking has to be provided for all new homes.

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This area needs to be much more walking and biking friendly due to limited parking.

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Four way crosswalks and diagonal cross in center.

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**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

It would be really great to see mixed use properties with businesses, retail, and restaurants at the street level and with several floors of residential units above. Build up and revitalize cannery row so it's a place locals want to go and not just tourists!

Must have street trees and low level street lights on all streets and if new housing is to be built, each dwelling needs parking for each resident plus several visitors.

Being so close to such a big section of the Monterey Bay Coastal Recreation Trail, it could be so neat/interesting/revitalizing to reimagine a few side-streets for spaces closed off to cars for more al fresco shopping and dining. Meaning, some of the housing developed here could be a mix of housing and commercial/shops/restaurants/bars.

Main concerns are adequate parking for residents and traffic flow. Are there park possibilities for small children?

Yes, ideal for more housing, provides year around customers for businesses and entertainment. Building codes need to address soft story collapses from earthquakes  
Consider view loss on multiple stories

The New Monterey Area Plan specifies the businesses should be primarily neighborhood serving and that should be the main focus with road and parking improvements.

Lighthouse is already a mix of shops and restaurants-mixed use apartments & condos with more businesses below is a good use of this corridor. More parking for clients. Better flow of traffic during rush hour.

I am open to any development that fits in with existing structures. Parking must be onsite

I don't understand how you determine development potential. You mark the Monterey half of Andronico's as tier 1, but we don't have a regular grocery store (that is, not Trader Joe's or Whole Foods, which are specialty stores) anywhere else in the city. Would you propose adding housing above the store or are we talking about replacing retail space with housing?

Simple questions such as "What kind of housing do you think should be built?" are too broad to be meaningful. Above retail space on Lighthouse? Stand-alone on a side street? Not all locations within the "opportunity area" are the same.

I would love to see New Monterey as a vibrant entertainment and shopping area with people living above and around commercial space, but traffic gridlock along Lighthouse is horrible and I generally avoid going there because of the gridlock. We have agencies that regulate development based on water availability, but nobody ever puts the brakes on an idea because of traffic. Improve the flow and create practical transportation alternatives BEFORE packing in more people.

Development priorities need to be careful not to eliminate critical and just useful resident-oriented businesses (e.g., Andronico's Market, First Awakenings, El Torito's, even Carl's Jr.), leaving just high-end options, like the Sardine Factory, that are almost exclusively visitor-oriented businesses.

This area strikes me as somewhat unappealing particularly the four lane wide heavily trafficked lighthouse. More residential units would probably make this worse and increase rush hour delays through the tunnel. Proximity to the rec trail would be nice for the residents. I think some units should be built here but don't see any intrinsic value to the city beyond helping to address the low income housing need.

I believe parking would be an issue in this area, but might be manageable with garages. A bigger issue however is the traffic speed and congestion on Lighthouse Avenue. The parallel parking on each side of the street creates significant hazards for pedestrians and vehicles. Given the importance of having an artery to access the Aquarium

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

and other attractions, any housing development in the Lighthouse area should also address the existing traffic issues.

Parking will be an issue, but midrise apartments would fit in well with the busier somewhat urban feel of lighthouse. Traffic through the tunnel would also be a concern. Perhaps some lower portion of the presidio could provide another traffic access route.

This area is already heavily impacted by traffic and parking problems. Additional housing, particularly multi-unit projects would make these problems worse.

I would keep new development out of r-1 zoning.

This is a very attractive area to visitors and local residents as it is close to downtown Monterey and Cannery Row. More affordable low, medium rise apartments for locals (such as students and faculty of the various schools) and perhaps small, affordable hotels should be built here. An additional medium-sized supermarket or mini-market should be built in addition to Adronico's. A small yet complete gym would also be very convenient. Thank you!

Some Cities in California have done a good job of preserving areas that have some historic and old town feeling. These are the Cities that are most desirable to live in and to visit. Lighthouse district is an area with some of that charm that I hope can be preserved. Also, Lighthouse has neighborhood serving business including grocery and refueling stations. These properties are listed as being prime for redevelopment, but to loose those in favor of increased density would likely mean putting more people further away from the things they needs requiring more drive time resulting in increased traffic and Co2. Even though, provided traffic and safety issues can be resolved I do support some increased housing, I hope that we can maintain those buildings and aspects of the area that make it livable and desirable. Removing a grocery store and a gas station for more housing doesn't seem like a good idea.

Onsite parking seems important. Consideration disaster response. We have no headroom for increased traffic on our roadways. The plight of pedestrians cyclists in this area is not pretty. More bicycle friendly routes and pedestrian walk ways would be desirable.

Please avoid cookie cutter architecture. More multiuse multifamily along lighthouse might work with onsite parking

some cities in California have managed to maintain districts within them that maintain an appearance and a character reminiscent of an earlier time. Today, these are the most desirable places for people to live and to visit. People of all ages and incomes can enjoy the ambience for an hour, a day or a lifetime. Lighthouse Avenue is one area in the city of Monterey that has some of these characteristics especially in some of the older buildings that line the street many of them with neighborhood serving businesses. My prayer is that these buildings and businesses can be preserved and maintained. We should have vision to maintain those aspects of architecture and of life that help us want to live in an area no matter what your age or income level. Also, the lighthouse district serves the larger residential area with groceries and a variety of stores including a refueling station. I note though, that those properties are being listed as prime for redevelopment, and in this context that means housing. We should be cautious not to sacrifice those bits of the fabric of community that make life livable, such as grocery stores and even gas stations. If we replace a grocery store or a gas station we may wind up with more people in a smaller area that have to drive farther to get the things they need such as food, fuel and leisure. Such a development would put people into their cars more often to go farther to get the things they need thereby making the area less livable for everyone.

Presuming the traffic and safety issues can be resolved, what I would like to see in the Lighthouse district are a few more mixed use, multi-family, multi-income buildings that have on property parking. I would also like to see the more historic looking buildings along lighthouse preserved. Additionally please, Let's avoid blocks of cookie cutter architecture.



**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Slow down traffic on Lighthouse. Allow for more parking so that business can come alive again. Utilize inactive business buildings for dual usage. One way on Hawthorne going towards Monterey. One way on Foam towards PG. Maintain the historically recognized type of buildings with their variety and character. Underground parking lots. Keep residential development away from the rising water zones. Encourage ADU's on the hill in New Monterey and try to re-think possible residential parking solutions. Keep the low profile roof lines and if nothing else make a plan for undergrounding cables with all new development.

it would be nice for businesses and street parking to be reduced on lighthouse which remains a transit road above all.

This area should have spaces for graduate students to be able to rent and share, they are constantly seeking mother in law additions (ADU's) or 1-2 bedroom apartments that are reasonable priced. It would definitely bring more life and business to the coffee shops, bars, and restaurants in the area as well.

Lots of houses are very old and without internal heating. It would be great if new houses are built, internal heating comes with it.

Power grids should be renewed as well, after all of these storms and power outages, it won't be long before people realize that Monterey is not worth the price and start to move else where.

More open space for community events

Add circulator bus system or run trolley year round and have lighthouse stop.

Area is already a good mix of housing and commercial and I believe would benefit from more housing (with adequate parking provided). Ideally the several run-down, vacant dwellings could be razed and the lots better utilized.

Dog park for those of us with doggies.

This area gets a lot of tourists over the weekends and in the summers. I imagine that if complexes are built in this area, many of them will inevitably turn into Airbnbs or VRBOs for tourists. Would love to have this area available for young working professionals (studio-2 bedrooms) who need to live in the area close to work or school--DLI, NPS, and MIIS all within walking distance. Building height should remain low in this area so as not to block the beautiful ocean view for others further up the hill and in the surrounding neighborhood.

!!DRIVING!! Don't make driving through town even more of a nightmare. Work with city designers so there are more efficient ways to drive through town. Why add more people if we can't drive through town as it is.

More young people. fewer old people. More culture, less decay.

Need to update Hazards area build in any area out side of updated hazards areas is fine

I currently live in PG, 1 block off Lighthouse Avenue. This area is in desperate need of new and affordable housing options that are NOT luxury mid-rise apartments and condos. I would also like to see more shops, restaurants, and amenities that will attract diverse residents and young families.

Because of the walkability, and with the proximity to DLI/Presidio where many local people work, there should just be a lot more housing. Don't go tall, more than 3-4 stories, but a combination of row-house style walk-up condominiums and multi-unit buildings with a mix of residential commercial would be nice. I don't like when housing is overly separate from commercial development - let people live closer to restaurants, shops, etc.

The cannery row area is an ideal place for pedestrianization. At least the street running through cannery row should be closed to cars (allowing deliveries only during a certain window and permitting access with bollards). The streets through the area should be converted to 'complete streets' with a lane for cars, bikes, and expanded space for pedestrian traffic on sidewalks. Streets should be redesigned to have a maximum speed of 15-

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20mph by the addition of raised crosswalks, protected bike lanes, and other traffic calming road furniture. With reduced speeds, signalized intersections should be converted to traffic circles. Ideally, lighthouse would undergo a road diet, bringing traffic down to one lane in each direction and one lane as a dedicated bus lane to facilitate transit access to the neighborhood. As dependence on auto traffic and need for parking declines, parking lots could be designated for development into housing.

One primary concern is parking. Parking in this area is already troublesome, as well as traffic through this area. It may be helpful to make Cannery Row one-way to minimize the traffic impact. However, any building projects need to consider parking and encourage, accessible and convenient public transportation to key businesses (e.g. Ryan Ranch, CHOMP, Pebble Beach, Carmel BTS, etc). Additionally, we want to ensure this area stays safe and limit the crime impact by having regularly police show (bikes, mo-peds, etc) integrated into the community.

There is already not enough parking and heavy traffic along Lighthouse and Cannery Row and the Aquarium.

This area includes mixed residents; workers, retirees, students, among the lower income groups of the Peninsula. It is a transportation corridor back and forth from downtown to PG and parts of PB. The businesses Lighthouse support the locals in general. The obvious difference in the tourist destination of Cannery Row and cash growing area for Monterey in general but support area for local cities. It would be nice if housing for the Row could be formed to reduce travel for these a other tourist industry within the city to reduce traffic from other areas and to address the diminishing parking problem.

Views above the ocean are fought over. Limits should be considered if the city were to envision four story residents over first story front businesses. Residential versus business will remain difficult to address. Walkers versus bikes will also need to be improved. Consider speed limits or Rec Trail. The city has announced they have more neighborhood centers than they can support. This includes and old school that is a dollar drain on the city. Cut out a park and use the rest for starter housing for employees.

Definitely need management of parking for whatever type housing may be built. Access to many things, makes this area great for mixed income housing, allowing things affordable for those working on Cannery Row and various places on Lighthouse. Easy to catch a bus to MPC and elsewhere also.

Lighthouse Ave Specific Plan is good guiding plan for area.  
Need better signal timing for cross streets to Lighthouse

This is a high tourist spot with gorgeous views of the water and easy access to said water. With that said there is also a lot of traffic due to tourists and the DLI - more homes will only increase the traffic. Keep this area as is.

upgrade this area to include Trees. Much of the neighborhoods just above Lighthouse are dense residential with few trees, no shade umbrella to enhance feeling of nature meets people.  
Nice mix already of shops and housing; continue that, make walking more pleasant with green strips, benches, shade trees

This area is ideally suited for mid-rise apartments and condominiums. The neighborhood is walkable, and denser housing development would support improved transit service along the Lighthouse corridor. Existing retail areas along Lighthouse Avenue and Cannery Row will serve residents of new housing in this area.

Major improvements are needed to Lighthouse Avenue. The arterial currently functions to move traffic and disregards the safety of pedestrians and cyclists who use the corridor. I recognize that this is a challenging corridor for many reasons outside of the city's control (chiefly, the Presidio dividing all other possible connections between Old and New Monterey), but I would like to see this corridor reimaged in a way that prioritizes transit and active users and places secondary emphasis on the automobile.

I also suggest the city close Cannery Row to vehicular through traffic. There is no real need for private automobiles

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to move through this corridor. Limited access can be provided to shuttles and similar uses, but Cannery Row as a destination will become much more attractive when it is closed to vehicles.

Mixed use is the goal. Provide more housing options for folks at all income levels i.e. ensure that a good portion of new housing being built is affordable, and will be utilized by locals, not tourists/ second home owners. Many wonderful small businesses in this area, so more folks in walking distance would further help promote the success of these small businesses.

More stops for transit and expansions to bike lanes would make this area more accessible

Parking is an issue in this area.

with new housing we need parking strategies. increase density but not too much because of increased street runoff into bay. preserve the bay

Should be low and mid range in price so Monterey workers can afford to live in Monterey. Ground floor could be commercial

mix of housing (apt/condo) with shops BUT does not obstruct views from existing residences that are more inland BUT this would need to be coupled with significantly more parking. Maybe do away with or even remodel the outlets as there are very very very minimal businesses operating there

crosswalks  
more restaurants

Several of the opportunity sites in this could accommodate mixed use developments with 2-3 stories of housing on top of retail on the ground floor.

Lighthouse needs some traffic calming, a road diet, one-way direction out or something to slow down and limit the cars. It's a thoroughfare in an area that is ripe for walkability in support of the businesses. Transit service is already robust, the cars make a mess of it.

With more housing density, traffic would be an issue here as it already is.

I'd like to see this area become safer for pedestrians. There are a mix of shops, restaurants, other businesses and houses already in this area, but it can be scary to cross the street. Whether it is people traveling too fast or unfamiliar with the roads/rules, it can feel unsafe. If we build more housing, we could have an issue with parking, or we could make it easy and safe to walk/bike so people would be more comfortable not having a personal vehicle.

Apartments & walkable neighborhood with grocery & nightlife.

Housing needs to take priority over other developments

If new houses are built they should include a yard and be dog friendly. Monterey is a dog friendly community but finding a rental that allows dogs and has a yard is extremely difficult.

CLEAN UP SOME OF THE UNDER DEVELOPED PROPERTIES. (YOU GOT QUITE A FEW). BUILD THREE STORY CONDOMINIUMS, BLENDING IN LOW INCOME. TURN CANNERY ROW INTO PEDESTRIAN WALK ONLY STREET. ALSO PROMOTE THE ADU IN THE NEW MONTEREY RESIDENTIAL AREA, BY PROVIDING MATCHING GRANTS AND ONLY IF LEASED TO LOW INCOME FAMILIES, WHICH SUPERVISED BY THE NIP AND CITY. MATCHING GRANTS SHOULD HAVE A CAP OF 50K FOR A GUESTHOUSE ADU. ARRANGE WATER CREDITS WITH MPWMD FOR SUCH CONSTRUCTIONS WITH AN EXEMPTION.

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

If we add more housing what would you do for the roadways so we could in and out of Lighthouse? It is soooooo congested already it is hard to get out of this part of town to go anywhere else 😞 When you add all the tourists it becomes crazy. I feel Our tourism will suffer too because they will get tired of the crazy and find somewhere else to go and we rely on tourism. Our streets all over Monterey are in need of help and I feel these things are so important to the quality of this area. Then there's the water that doesn't just go for the residents that live here but to all the tourists that come and probably waste a lot because they don't care about our lack of water like the residents. It can't just be about more housing more money what about the quality of life for the residents and I have lived here all my life and want Monterey to remain a beautiful place to live and tourist to want and come enjoy Monterey. Thank you.

- This area should have a mix of housing and shops: working force affordable housing needs to be looked at thoughtfully. with a plaza for socializing, green spaces, listening to live music, events.”
- A community cafe style library hub- to encourage people to come out, and utilize that space, not just for signing out books, etc. Elderly can drop by and have a conversation with a high schooler for example. Built a library of the future, serving the needs of the community and the generation ones ahead.
- We'll need strategies to manage parking in the neighborhood."
- EV car ( Solar panel) charging stations both added to residential housing and commercial structures.
- Maximize the land space available, by going for more structures that will utilize the land to its maximum, respecting the Environmental hazards and such. meaning, if in a lot a Mid rise 4-5 story complex can be built, this should take precedence over building a 2-3 story on the same land.
- Built with strong future anticipating needs of current on next generation.

This area is already a challenge for parking, so it would be interesting to see how parking would be managed for the tenants of these homes. Especially if single family homes, the garage may be a waste of space for these homes and parking on the street is very limited in this area, as it is commercial as well. El Torito parking lot is very underused. could go underground with that.

This area is ideal for mixed use development because of the number of workers who could live here and easily get to work by foot, bike or public transportation to the hospitality jobs and small businesses. The Aquarium should be required to subsidize some housing for their employees because they bring so many people to the area without providing funds to support them via taxes.

affordable housing welcoming to families, and street trees.

How about we fix the buildings and areas that are already there.

Lighthouse is great to visit, but including more housing will limit parking and worsen traffic.

If new housing is to be built, parking will need to be planned for at least 2 spots per dwelling. Traffic will become more congested at peak hours through the tunnel into Monterey and up Prescott/David Ave. This congestion from Lighthouse Ave to Del Monte Ave should be analyzed regardless.

A corner store/small market, like Brunos, would be beneficial for residents nearby. Choices on lighthouse are limited to 7-11. CVS, and Andronicos (not including specialty stores like International Cafe and Malinka). I envision residents living in this area to utilize alternative modes of transportation from vehicles to bicycles. Maybe an incentive to move to the area would be vouchers/discounts at locally-owned bike shops.

Parks with plants and trees, bicycle routes grass trees and undeveloped space

Limit the the road to two lanes to allow parking with safe access

It would be great if this was primarily a walking neighborhood. If there is a way to connect via transit to other areas of Monterey, perhaps residents could park cars elsewhere. This is the entertainment hub of Monterey so it should be lively, family friendly, and have easily available services for visitors and residents.

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This area already has a good start to be a place of commercial, entertainments, and residential. Increasing house density with more 4-plexes and low rise buildings enables the area to feel cosy while adding more living areas. Putting commercial small businesses under housing could be a part of a "European" style area. Parking structures on the corners of the area provides service without blocking views. However, ways to get around without a car for people who live here would be a high priority. Avoid tall buildings that make visibility difficult and add nothing to the look of the area. Many small park-like areas can take up corners and between buildings. This is a wonderful area and could be consolidated and enhanced with more housing.

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A mix of housing and shops would be great for this location

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I think that mid rise apartments would be great on lighthouse, parking would need to be included for the residents.

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This is a great area for higher density housing, but the infrastructure to support the potential population increase would need significant improvement whether through improved traffic flow management, bike/pedestrian infrastructure, or public transportation access. As a former resident of Lighthouse Avenue, I've often believed that Lighthouse Ave. could be improved to be more pedestrian friendly by adding bulbouts at crossings, widening sidewalks, and adding a bus rapid transit lane. Making Lighthouse Ave. more pedestrian friendly would also be a benefit to the businesses along this corridor. I never feel completely safe as a pedestrian walking along Lighthouse Ave due to the heavy amount of vehicular traffic on the street. This could be accomplished by making Lighthouse Ave two lanes eastbound and one lane westbound, or one way westbound with two to three lanes east. I struggle to understand why we have a two-lane one-way westbound street on Foam where we see very little traffic and adjacent streets also supporting westbound flow; Meanwhile, Lighthouse Ave is generally the only street that carries eastbound traffic with only two lanes where we see very frequent congestion heading east towards the tunnel. Make Lighthouse more pedestrian friendly. Consider adding a bus rapid transit lane to carry more capacity. Improve biking infrastructure. There are too many cars on the road. Another consideration for new housing: instead of incentivizing vehicle ownership, develop programs around the new housing that will incentivize bike/e-bike ownership or public transit usage, i.e., bike rebates/discounts and free bus passes, etc.

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Ensure Secured Parking Is Available

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Parking is a high priority issue in this area and it would be important that any housing plan accommodate the increased number of cars either on-site or in designated parking garages to avoid the further overcrowding of the area streets. So many tourists come to enjoy this area and bring significant tax income to the city. Don't further impact the city streets with increased on-street parking by increased residential density.

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This county especially PG and Monterey needs to move forward to 21st century. While other towns are making changes to attract new generation/families, Pacific Grove is doing everything to drive them away. We have a shortage of medical and other professionals in Monterey County and no smart young couple/individual wants to move to Monterey because they can't even afford to rent let alone buy a property. Businesses in downtown Pacific Grove are closing and replacing with antique shops. Who's buying this old junk.....

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This is the heart of New Monterey - ...with the Aquarium, Steinbeck plaza and a block deemed to have the most restaurants in Monterey - could be County. For this reason, I'd like to see high-quality, high-density housing for low-mid income residences -- where people who work in the surrounding hospitality areas can live. If residents like this could be accommodated, they could walk, bike take public transit and wouldn't need cars for parking. I'd like to see a mix of housing, shops and park areas where people can socialize - and bring this area to life -- to make it more of a 'living city' that shows visitors and tourists how Monterey locals live and how we take care of the beautiful place in which we live.

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Given the high traffic & tourist attraction of this area , I think it is no place for large single-family homes nor small ADUs or buildings that don't take advantage of the small foot prints available. For instance - there is a very large home - in the heart of this area on Wave street, that is vacant at least 90% of the year. I know this because I

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**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

frequent the wine tasting room across the street from it and shake my head everytime looking at the inequitable use of land.

Has there been any attempt at holding the Presidio accountable for not providing adequate/ decent housing for there employees? They have a prime parcel of land that is underutilized/ unlivable. From what I have read/ heard the units are old/ dirty/ moldy and or laden with asbestos. Rents in the area are pegged at the amount of money that these military families are provided in the way of a stipend- anywhere from \$3000-\$4100 per month from the individuals that I have talked to. This exacerbates the already slim inventory of rental units in the entire area. Effectively, other non-military folks are paying rent twice here, once with their taxes then again for their own living situation. And this for famillies that will be transferred generally within 2 short years. Presidio should be held more accountable for providing there own housing or relinquish the land back to the city for long-term redevelopment.

Its a pretty touristy area, but i could see younger people living there- folks that are more willing to put up with noise and traffic. I would probably consider a lot of studio and one bedroom units. It's also important for the City to understand traffic on Lighthouse- as it gets really backed up during rush hour- which is likely related to something at the tunnels or further down the line. But the traffic engineers should really figure this one out....if there even is a solution!

Parking is tough in this area so underground parking must be included in building plans.

Increased residential over commercial development.

Some sort of traffic mitigation. There needs to be a way to both move cars, and to have an attractive walkable neighborhood there.

Perhaps using Foam and Wave in the equation. Also, there should be a mix of housing, not just high-end and not just low-end. Affordable would be great (whatever affordable means ). Also parking will need to be managed somehow.

But an infusion of nice apartments would be an upgrade to that neighborhood!

I would like to see more market options with housing

Safe Community space for children to safely run freely and play. Amenities close by such as grocery or small market. More businesses that cater to families with children and teens

This area has always had varied housing types so why would the County stop that

More apartments and a bigger parking structure. Better flow on Lighthouse to get people through to PG.

This area should be able to provide full sustainable housing that gives focus to long term housing and not short term renters or tourist attractions.

Lighthouse is currently a nightmare, to be honest. Its not a great place for businesses because its difficult to park near, but it would be a dream location if we had a ton more affordable housing! Making this the area where you can actually live, work, and shop is PERFECT if we make the right moves to create this. This is what this area of Monterey should have always been, especially being so close to the bike path! Having more green area (like gardens, parks, etc) to enjoy some outdoor time or community events would definitely be necessary.

Strategies to manage parking will be necessary here, in the event new housing is built here. It's already very congested due to my everyday spent in this neighborhood for work.

I foresee the City developing the Lighthouse commercial district just as a shopping center manager does. They look for a complimentary mix of businesses run by successful people with resources to operate their enterprise

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with appeal and style tastefully suited to the community look. What that means is that they turn down many applications to be sure the mix is just right.

As one who lives up hill I worry about the contagion building height has on those up hill. Views are valuable and they must be protected at least to a reasonable extent.

Multiple family buildings can be carefully added to a residential neighborhood. But will they? I didn't get much sympathy for that from the City representatives from the Planning Dept at the NMNA recent meeting. And then there's parking...

In addition to the current mix of commercial and touristic amenities, I think it would be useful to add affordable housing for the many essential workers that are employed in this area. Perhaps the apartments could also include a rooftop community garden or be mixed use if it is a redeveloped business building (having a business on the ground floor and a few housing units above.

I would like to see a public parking lots that residents could use for a fee when they have visitors with extra cars, or even for their own vehicles.

Housing in this area should not be single family homes, but rather more dense use of lots with small units in clusters with a shared common garden/outdoor area to encourage neighborhood/village like atmospheres. Any and all single family homes already in these neighborhoods should be encouraged to build ADUs if appropriate. This is not an area that seems appropriate for multilevel apartment buildings unless they are limited to 2 stories. In the areas closer to the commercial/mixed neighborhoods of Cannery Row, it would be good to have mixed use buildings with live/work possibilities.

Some additional senior housing would also be nice to see as part of the growth model

I'd like to see this area "de-cluttered". There are too many tattoo and smoke shops, which does not present Monterey in the best light to attract families and other out of town visitors. Ocean view housing could be offered as upscale housing, which would benefit the city.

DO NOT go over three stories (two stories maximum preferred). Viewsheds should be taken into considerations of other people's properties. We should not be taking away views from houses in the New Monterey neighborhoods. We do not want New Monterey Lighthouse to become non-sun corridor because buildings are too high. I dislike the three story buildings that have been currently built on Lighthouse. The rents are high and just more out of towners buy them for a second home. Parking is also a problem and of course, more added traffic.

Lighthouse needs to be one way traffic, three lanes starting at David Avenue heading toward the tunnel.

I do not recommend making any traffic changes to Hawthorne.

Three story limit, if it still exists, needs to be repealed.

Workforce housing, parking strategies, Better traffic flow (one way on Foam and lighthouse). evacuation routes.

Fix Wave, Foam and Hawthorne Streets first. UN drivable now. Add smaller units. More trees good idea. .

Lighthouse Ave needs to be on a road diet to improve traffic and provide better pedestrian and bicycle access. A mix of dense housing and commercial services would make this area truly desirable and would also reduce traffic.

This area is ideal for mixed housing and shops. The major restraint is traffic management, parking, and emergency exiting the area

Mix of commercial lower part with housing on upper floors..

A strategy will be needed for emergency evacuation--would the DL/Presidio allow traffic through in emergency? The existing Rec path infrastructure could be improved for a more dedicated corridor for people to move by bike between Old and New Monterey. In turn, any housing units built right on Lighthouse would need parking access from Foam--the notion of turning into parking off of Lighthouse is terrifying, and off street parking would be

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essential. There is the large parking lot opposite the Mexican restaurant on Cannery Row and perhaps that could become dedicated to residential use. Further, perhaps a small jitney service or service by MST with smaller buses and more regular service could be developed. The traffic on Lighthouse is simply always going to be a problem.

A well planned mix of building types noted above with a healthy retail/residential ratio. Parking mitigation is a must.

New Monterey (NM), which includes the Lighthouse Area and Cannery Row, is sufficiently dangerous for evacuation in the event of fire or earthquake. Since shortly prior to 9/11/2001, the Presidio of Monterey closed the Pine Street gate. This gate had been used extensively by both NM and PG residents to cross to old-town Monterey. Since its closing, we are severely constrained in evacuation options. Available are: Lighthouse Avenue (which we can access from a number of different points using back streets, but congestion is already bad) and the Holman Highway. The Holman Highway, while beautiful, is dangerous for either people who do not normally drive the road, because of potential trees falling across the road, and the fact that it is one-way in each direction. I understand that we had a verbal agreement with a former Presidio Commandant to open the Pine and Taylor gates to the public in the event of evacuation. However, if the process for clearing individuals to pass through the Presidio gates is NOT streamlined significantly (cannot be like NPS where everyone must show their driver's license), the back-up will be horrible. Locals know these routes, along with alternate streets to access them, such as Archer, where we reside. On the one hand, I am grateful for the closure as it has decreased the number of cars speeding down Archer and then turning up McLellan to the Pine Street gate. However, I can foresee a horrible back-up on all streets.

Furthermore, we have been working on a Lighthouse/Cannery Row Traffic Plan for years. The problem has been addressed repeatedly, with varying suggestions to satisfy both the merchants and the users of the relevant streets. We have spoken of making Lighthouse and Cannery Row one-way streets and diverting traffic up David Street to Highway 68. This would NOT stop: 1) gridlock - yes, despite what our Mayor has sworn, this does exist in spades - which hampers progress for everyone; 2) people who routinely run red lights - again an ever-increasing occurrence and risk to all drivers; and 3) difficulty in parking should one want to shop or lives on Lighthouse. And, let's not forget the drivers who go in the wrong direction on one-way streets and justify their action by only going half of a block.

We do not need more traffic in NM. Parking opportunities to shop on Lighthouse or even at your residence are limited as tourists and employees of merchants routinely park in lower NM.

Furthermore, does the City own all the parcels on which you propose to develop or will you encourage developers to build as the value of their land can be increased by so doing? I recollect Nelson Vega not being impressed by this idea at your presentation to the Planning Commission and City Council. There is NOT a lot of profit in renting to very-low and low-income households. As well, while I support diversity, doesn't the inclusion of this type of tenant 'devalue' the rent for those who can afford to live in a property? Also, how is building all along the recreation trail and Cannery Row going to 'preserve' the natural beauty of Monterey?

If the City plans on developing the properties (does the City own any of the indicated prime properties?), will it utilize eminent domain on the owners?

I understand that we are attempting to remove the downhill right-side crosswalks on Lighthouse in order to speed traffic. Is this good for the merchants desirous of customers who may park and shop or will this just cause more gridlock, rather than speed traffic along? Despite our new and improved traffic system (which we have been told was installed city-wide last year, but just recently were told that it is being rolled out), why is it that we cannot take photos of vehicles that violate the law and ticket them?

The Lighthouse General Plan was just updated and appears to limit building height to 35' (if the third story is set back 12'). Why on earth would we build 4 to 5 story buildings on Lighthouse or in the Cannery Row area? This would severely impact view sharing, and appears to remove public parking. I would STRONGLY oppose buildings of this sort.

Recent storms have demonstrated how easily our entire City can lose power. Hence, in addition to water, will PG&E (3CE) be able to provide sufficient power to residences proposed?

Lastly, and this is generic, why does the City believe that:

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

- 1) hospitality or healthcare workers - I cannot imagine where else there would be growth in jobs - WANT to live where they work? How many of these employees have been surveyed? I personally see a large number of hospitality workers biking on the recreation trail, which is consistent with lesser emissions. Are we going to FORCE employees to live in Monterey, rather than in a community of culturally-similar people with shops that sell products they desire?
- 2) Monterey is so special and unique in that people will not move to other states or even elsewhere within the state? All reports indicate that population growth in CA is declining, so why on earth do we require MORE housing; and
- 3) recent college graduates should be able to rent their own apartment and young people should be able to buy homes in Monterey? I just read a great article on Mark Cuban - the multi-billionaire - in which he was quoted as saying that, after college, he shared a three-bedroom apartment with five other men? Wow, what a novel way to live! Also, why must the City make rent deposits for college graduates? Why don't we suggest that they work, save money, and then rent? Or, better yet, study something useful so that they may earn their own living, as the older generations have done? Perhaps the City should look into the reports of record high credit card debt of those under 40? Are we attempting to reduce our property values or bankrupt lending institutions?

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This area should be used as a plaza for live music/entertainment/community activities. It is a popular tourist destination and one of the main pulls for Monterey tax dollars. While this would be a nice area for housing, it would be out of reach in terms of rent/mortgage for many of the average residents of the Monterey area to actually use.

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This was the first area we lived in when we moved to Monterey years ago. We lived a couple blocks up the hill on Drake. It was fun to be close to the bike trail. It also has an incredible amount of underused park spaces. I assume this is because few families live here? Additionally, there was no public school nearby, leading me to ask who we would be accommodating with building in this area. The traffic on lighthouse avenue is incredibly congested. I can't imagine more people in this area - esp. during tourist season. It already feels overwhelming. On another note, the community center is a pretty location and though I understand it is for older folks, it is a nice, centralized space/plaza.

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A mix of dwellings, shops, restaurants, music venues for local and visiting upcoming musicians to play is a nice goal. The street level shops and living upstairs model can work here only if the housing is reasonably affordable to people working in the area. It helps build the sense of community. Don't make them drive to neighboring cities to live. Plaza style or expanded off - sidewalk cafe type entrance may encourage the idea. A downside side of building up is the view loss, so limited height is a good thing.

The space that last housed the Cannery Row Brewing Co. has great potential for the right combination of food and drink. It also shows the difficulty of keeping a business going in Monterey through the slow seasons and yet meet the demands of the busy times. So do all of the empty spaces in this busy tourist area. Bottom line is we need more housing that working people can move into. Looking the the 2nd or 3rd floors for that space is a part of making the finances work. Thank you and good luck to us all for positive outcomes.

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This would be great to revitalize cannery row area business and create a thriving walkable extension to downtown.

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Lighthouse Blvd needs a cohesive vision, not unlike the Broadway project in Seaside. Trolley service dedicated to the area could serve commercial interests. Up the hill, a somewhat greater emphasis on higher density housing might benefit, along with a dedicated satellite public safety office.

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The amount of sites in this area with high potential is high, which will lead to major parking problems in an already high-traffic, dense area. Residents already avoid this area due to the congestion, crowds, and parking issues. As a result, any housing should be minimal and the least dense option. Also, all crosswalks should be very clearly delineated with flashing lights.

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**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Mixed-use commercial/residential would be good here: commercial on the bottom; residential on top. We will also need to think about parking strategies in this high-tourist and high-traffic neighborhood.

Mixed use everywhere possible

Better bike infrastructure connecting the rest of New Monterey to Cannery Row / Recreation Trail and better bike infrastructure to commercial shops around Lighthouse. With grocery stores, the recreation trail, shops, and the tourism industry all nearby, many residents could live in this area while taking less trips by car!

This area should have a mix of housing and shops, with a plaza for socializing and listening to live music.”

Wider roads, with one general parking, no side road parking.

Lighthouse and downtown are the only areas of Monterey that have the potential to be walkable communities (grocery store, health care, clothing, etc.). To the extent possible, we should be adding mixed use and mid-rise housing in this area. The mixed use development on the 200 block of lighthouse (where the bike shop is) is the right idea, but I could imagine something a story higher and - I cannot emphasize this enough - an architectural style that connects to Monterey. The style of that building is so random and ugly. The mixed use building at Munras and Webster should be what we're after. I don't know how feasible this is, but if we add density to the Lighthouse area, a new park on the ocean side of Lighthouse Ave. would be great for families (not everyone loves the beach).

We need a better traffic plan to make Lighthouse walkable and enjoyable. I would generally like to see higher-density housing across Monterey and Pacific Grove, along with more closed-to-vehicles areas (plazas, streets, etc).

There's a fair amount of vacant land in this area that could be used for housing. Ideally, a lot of it would be low income housing, allowing the folks that work in the local businesses (hotels in particular) to live near their work. Even though we'd be adding to the number of people living here, it could help reduce the existing traffic as less folks would need to commute.

TURN LIGHTHOUSE IN TO A SINGLE LANE, TWO WAY STREET. Increase parking/sidewalks allow businesses to "push out" onto sidewalks. (Parkettes perhaps) Turn Hawthorn in to a two lane one way street running North. Encourage Truck/Delivery service on Hawthorn and Foam. Mini Transit Plaza on corner of Lighthouse & David.

I live on lighthouse and can't park already within a block of my apartment without paying the city. But, no you shouldn't add more housing to this area. it's busy enough with all the tourism. You should really build safer crosswalks, like over or under lighthouse. I've almost been hit by cars several times trying to cross the street.

Traffic, is already bumper to bumper on weekends, tourists, and 3:00 to 6:00 pm  
Ideally, lighthouse should be one way traffic!

If new housing is to be built, we'll need strategies to manage parking in the neighborhood - traffic is already congested at times on Lighthouse.

This area should have a mix of housing and shops, with a plaza for socializing and listening to live music.

This tourist/scenic area would be too expensive to develop for any affordable housing, at least. It would also be vulnerable to Air BnB neighborhood destructiveness. It would be better to add hotels, parking, public restrooms, local & non-franchised businesses and shops. Dedicated open area for farmer's market, light live entertainment, park space.

The ocean-front area where canneries used to be is a wreck. Consider some ocean-front restaurants in this already commercial area. For a town known for ocean beauty, we have relatively few restaurants with ocean views.



**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Clean up the Strough's plot of land (or whatever the correct name is). Clean up pilings and concrete all along the beach below Cannery Row.

I forgot if these units are required to have low and moderate income units and if so, great. If not, they should.

Better, more frequent public transit that includes travelling up the New Monterey Hill. Without that, we are forced to use cars. The traffic is complete gridlock on Lighthouse Avenue during the Summer and most weekends all year because of our tourist attractions. We don't need any more "Luxury" condos or homes. We need truly affordable housing for local area workers so they do not have to commute. When the tunnel is gone due to Sea Level Rise, adding any more traffic makes New Monterey, Pacific Grove and all the tourists unable to evacuate in an emergency.

Parking and traffic are horrendous problems in this area already. If housing of ANY kind is added, it needs to not make these problems worse (for current/future residents, businesses, and tourists), by insuring that resident OFF STREET parking is provided, and restricting housing units to WORKFORCE housing only -- no more luxury condos to lure wealthy out-of-town part-timers who just generate traffic without solving our housing needs. There are plenty of hotel rooms for those folk already!

Mixed-use housing where the first floor incorporates grocery stores, restaurants, and shopping opportunities. All designs should include parklets, bike lanes, bike parking, electric vehicle charge stations, and native plant landscaping. International crosswalks should be installed where all vehicle lanes stop for pedestrians. These developments should be built around alternative transportation options that are not vehicle reliant.

A mix of downstairs commercial space (with parking below first floor if possible ) apartments in the second or third stories above commercial space.

The lighthouse area contains some of Monterey's best shopping and dining opportunities. As such it should be pedestrianized and the flow of cars through the neighborhood should be restricted. When I go to the Lighthouse area it is difficult to get around during peak hours due to the car traffic and it is also noisy and unsightly. Walkable neighborhoods encourage more retail traffic and greater urban density while improving air quality and reducing traffic accidents and pedestrian-car accidents. This area should be mixed-use commercial and residential with plenty of pedestrian only space that encourages residents and visitors to enjoy all the area has to offer.

needs traffic relief to avoid tunnel bottle neck

We are in desperate need of housing. Please build more apartments! Please allow ADUs!

If new housing is built, please be sure that there is adequate parking and traffic flow. DO NOT add more housing to Cannery Row (or similar areas), which are already at LOS F+!

I feel that this is predominately a tourist area and building in this area should be to facilitate the needs of tourists (parking, hotels, restaurants)

This area should have a mix of housing and shops, with a plaza for socializing and listening to live music. I'd like to see a crosswalk and street trees added. We'll need strategies to manage parking in the neighborhood.

Coordinated aesthetics between developments.

Parking will be a problem.

This part of Monterey has great potential for dense, walkable, mixed use development. We already have a lot of hotels in Monterey, so this area should be prioritized for housing. Affordable housing is especially needed here, where there are a lot of employment opportunities. We should not prioritize luxury condos near the waterfront like Pacific Grove is doing. It's going to slowly kill the neighborhood character of their downtown. Most of luxury

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condos and apartments are not full-time residences. Affordable housing for working Monterey residents will help support our local businesses - people will shop and eat where they live full-time. It will also help make our community for lively and vibrant.

Allowing ADUs everywhere in Monterey will help preserve existing structures while still adding density on the lot.

It is important that new housing be compatible with existing businesses, especially bars and restaurants that may be open later into the evening. In mixed-use blocks, would it be possible to require sound-reducing windows and/or thicker wall construction? Or provide some legal protection to business owners against noise complaints? In larger cities, people are used to living next to or above restaurants and bars, but I imagine some residents would complain here.

Housing along Cannery Row will need to be elevated high enough to prevent flooding with sea level rise, king tides, and storms.

Improved parking strategies are a definite need if this area is developed.

Very low income housing and parking for those residents. I suggest small homes to buy with an ADU on each one. Or. townhomes style to rent. More very low income housing is more important than how it looks.

This is a great walkable neighborhood and building more high density housing with mixed use will maintain that benefit for the neighbors. Parking may need to be added as a consideration. Current one-way streets are helpful for parking density but could be further improved.

More housing, everywhere. Not single family units on small lots. The housing shortage is ridiculous. People clogging roads commuting in from miles away, burning all that gas. Or not moving to the area at all because they can't find housing to rent with their dog that is even close to affordable (for example). For affordable housing, you're supposed to rent a room in someone's home? Great advice, what are you supposed to do with your fur-family?

Parking is already tight in this neighborhood, so any new housing needs to substantially accommodate that. The rec trail is great in that area but it's primarily a pedestrian thoroughfare boat of the year, creative solutions that connect the residential areas that are already there to the rec trail and businesses below would be really helpful.

Mix use, retail on the bottom and living space on top. Make communities walkable, so more land can be devoted to housing area, parks, etc

Water needed. Must be a mix to include businesses and shops.

We shouldn't develop immediately along the ocean side of Cannery Row. Those units will be really expensive to maintain as we get bigger storms, sea level rise, and needing to allow for natural resource protection and access. All of the old beachfront property west of the Charthouse Restaurant should be converted to a protected park, as it's the only nesting places for the Pelagic Cormorants and Black Oystercatchers in Monterey. That would be a bad choice for housing due to expense of building directly on the coast and the upkeep of buildings on the coast. More murals and educational paintings all along the recreational trail that goes between buildings. Mid-rise apartments along Hawthorn and Foam Street are the best bet.

The bay side of the Cannery Row Plaza property should be open space, not restaurants and condos. Consideration should be given to saving and using the Stohans building as a museum in a park like setting. We can't have too much access to the bay for both residents and visitors. Buildings on the inland side of the property should be broken up to provide views of the bay from the rec trail. There is a real need for housing for people that work on Cannery Row and at the Aquarium so consideration of development that is affordable to those individuals should be given priority versus high rent/cost housing. As the area becomes more densely developed there will have to be

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more places to put cars. Consideration should be given to requiring underground parking. Low occupancy buildings along Lighthouse, Foam and Wave should be encouraged to redevelop as as multifamily housing. On Lighthouse and Foam building design should take into account that these are busy streets but allow for ground level housing.

would agree that parking is dire already so any development needs parking added at the same time. would like to make lighthouse more walkable. I feel as though its hazardous even getting out of your parked car. Not sure how to do that since it seems to be major thoroughfare

Plaza for socializing, outdoor eateries, and live music.

New housing added should include parking for the units on the property. The area should maintain as much green space as possible for residents to utilize. Crosswalks and traffic lights should be assessed to make sure the area is walker friendly without causing too much additional traffic.

In my opinion the area is too busy for residential use. I would focus on making the area more walking friendly and focus on commercial and public use maybe a little park would be nice  
If housing is built it should be lower income as there is access there to public transportation and it is walkable though that could be improved

Maintaining and improving walkability is essential. This would also be a good area to build more senior housing - there is not enough, and the percentage of older adults here continues to grow - especially as people can walk to a grocery store, pharmacy, cafes, secondhand shops, and Monterey's senior center, the Shultze Center. Because Lighthouse and Cannery Row get so congested, it would be best to encourage car-free living where ever possible, and also reopen the Presidio to drive through traffic.

Keep as a tourist area. Too nice for affordable housing

This area should have a mix of housing and shops, with a plaza for socializing and listening to live music. The housing should be four stories.

This area offers transit, shop, recreation, food, drug store and other supports for housing. Any housing should include underground parking for at least one vehicle.

This is a great place to raise height limits so that we can get more dense housing achieved. Keep going with the new mixed-use developments we have seen in the last ten years. Great architecture.

Too much traffic on lighthouse already as its a gateway to PG and all the tourist attractions. Getting stuck in the traffic in the tunnel is terrible. Parking is terrible. Adding more housing will just make things so much worse

I think this area is too congested already. Traffic on lighthouse is already bad as it's also the gate into PG and tourist attractions. If you do add housing I suppose mixed use w commercial on bottom housing on top.

With its proximity to the shore, this is a highly sought after region. Rents and purchase prices are high. Adding housing appears to be justified. However, it may not be feasible to build more than the minimum of affordable housing units.

If new housing is built we will need strategies to manage both parking and traffic. Lighthouse Ave. and adjacent routes are already congested heading towards the tunnel in late afternoons.

I would like to see a mix of small apartments, duplexes and single family homes on small lots. On site parking would probably need to be provided. However, an improved public transit option outside or parallel to the tunnel could potentially address some of this. Small shops should be intermixed with housing so the area would become more self sufficient reducing the need to go thru the tunnel to purchase necessities. Traffic flow would need to be addressed. Foam and Lighthouse are already impacted. There is also the issue of what happens in an emergency

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when the only exit is through the tunnel. This means working with DLI and the army to see how their facilities may impact this. They also contribute to traffic flow through the tunnel. There should also be a continued emphasis on eco friendly tourism along the Cannery Row Corridor especially along the coastal side and near the aquarium. There are also educational opportunities to be had working with the aquarium and MPC that could be incorporated in planning. For example, displays or meeting sites where classes or meetings of community groups could take place would enhance the community this side of the tunnel. Ocean Conservation, Coastal Access, Sustainability, and Environmental Social Justice issues should be included in any planning effort. The City of Monterey should work with Pacific Grove to ensure the compatibility of the general plans in adjacent areas of each city.

Parking obviously.

Se necesita estacionamiento también me gustaría más árboles en las calles

New housing should include parking spaces since this is a commercial area. If parking became difficult, people might start going elsewhere to shop/dine. Add a park for people with dogs.

If housing is built, a park should be included where people could bring kids and dogs. Housing should probably include parking spaces because the area is highly commercial and we wouldn't want to make it hard to do business there, else people will stop shopping/dining in that area.

no additinal building in this area as the potential for noise pollution would only go up. also, commercial building development would inc noise and light pollution. improvements should center on ensuring that coastline animals are better protected from runoff, sewage pump failures, noise/light pollution

All good here

Near to nearly everything locals need.

no comments

will need underground parking & a 4-5 story parking garage like they built in downtown Mountain View

Will require underground parking garages & a 4-5 story parking garage

Ground floor commercial with housing above. Housing should be geared to medium income.

Traffic is already very heavy on Lighthouse. Adding housing would further overload one of the very few thoroughfares in Monterey. It could be lovely to create open areas in this district.

I think the current plans, in green, are sufficient. The charm of this area is important to retain. Encourage small businesses like markets (non touristy), services, and restaurants to occupy empty business space. Additional housing should focus on areas away from Lighthouse and Downtown.

We'll need parking for residents and space for businesses on the first floor. The city needs to work with the local business associations and come up with a streamline and business friendly process for new small businesses to open. The majority of small businesses in town feel that the city is not business friendly and make the process for opening businesses here in Monterey extremely difficult. We also need to make sure that the developments match the beauty of the area and don't just choose the cheapest looking design. The aesthetics of the buildings need to match the area.

I envision the Lighthouse District to have a much higher residential density and that Lighthouse Avenue would become a vibrant commercial district that has all the amenities to make it fun to live there. The plan should include exceptional alternative modes, especially biking and walking with great links to the rec trail and frequent transit service. I could see a new satellite parking structure for Lighthouse residents and tenants, instead of adding

**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

surface lots on every parcel. Every intersection on Lighthouse should have curb extensions that shorten crosswalks and reduce pedestrian exposure. The nice, wide sidewalks on Lighthouse should have outdoor seating, decorative street lighting, and fewer driveways.

Low rise apartments/condos with a mix of workforce housing (and prices to fit this demographic) and a few affordable priced units. NO market priced units, OR units that can be rented out for short periods (AirBNB, etc.) No units owned by out of town owners who drive up the costs of living there. The wealthy will buy these like crazy, because of location. Parking is essential for workers and these 'new' units. Traffic is so bad on Lighthouse, I can hardly leave the house on the weekends, holidays; primarily due to traffic from the Aquarium.

Allow the vacant lots to be developed. Stop the stranglehold that someone (IDKW, but you do) has on the area. Allow the property along the water to be developed. The piece of Cannery Row between Hoffman and Drake is a disgrace. There a many lots along the bike path that need to be developed.

Same as downtown, shops on the bottom, residential above

All of the homes, businesses and much of the peninsula's tourists have to go through the tunnel to get to this area. The tunnel and Lighthouse Ave. can not really support much more traffic/business. Light house businesses suffer because of the lack of proper parking in this area. The area needs to use development land in this area for small scale parking lots to support existing businesses.

Do not create tall apt complexes that look like they could be in a larger city. Keep a neighbor feel by designing new housing to look more like unique but complementary and sprucing up the existing businesses. Trees and plaza areas with outdoor dining would make this a great neighborhood to live in. Change parking to diagonal on one side of the street only along with a side parking garage. Make it feel like a charming walkable coastal small town instead of the current dingy strip anywhere usa.

Stopped going to Sports Center because parking was such a problem. Would only support 2-3 story housings if there is off street parking.

An entertainment pier with rides and attractions as well as the rebuilding of the 484 Cannery Row abandoned property into restaurants and activities.

This area should have exceptional walkability, safer crosswalks, wider sidewalks, less lanes for vehicles. Underground parking should be considered and encouraged. This whole area should have a mix of shops and housing combined in each lot.

Support New Monterey community serving businesses and develop low rise, mixed use housing with concentration on rental units with minimum ownership units. Limit of 3 stories with all ground level to be commercial. Implement plan to increase driving lane width on the Avenue with 2 lanes into downtown, one lane toward PG and wider parking lanes on both sides of street. Accommodate with signage all parking requirements in the Cannery Row/Lighthouse Parking Garage - make it a more friendly walkable area between Cannery Row and the Lighthouse businesses and new residences.

1. The church parking lot at Prescott and Hawthorne is vacant 6 days a week. Could some arrangement be made to allow parking for Lighthouse Area shoppers.
2. The Doc in the Box building at Hoffman and Lighthouse needs to be painted a variety of colors to blend with the charming patchwork of the rest of the Avenue.

PLEASE HANS ULSAR ,

PLANNERS ATTENTION...NO MORE BUILDINGS IN NEW MONTEREY PLEASE



**Lighthouse Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

TOO MUCH TRAFFIC ALREADY

WE NEED THE FEW REMAINING OPEN SPACES AND VACANT LOTS

Clean up the blight. Add housing above ground level store fronts. Conduct exit surveys to find out why businesses leave Monterey. Traffic congestion & road (re)surfacing are issues.

Incentivize DLI / Presidio staff to use non-single vehicle with single driver options. Tourists are bad, but DLI traffic is worse.

Focus on traffic safety on lighthouse.

If new housing is built in this area, residents would

Whatever is built should reflect the history of this area of town. My biggest concern would be for new builds to be bland or lacking character.

The old canneries that are fenced off with chain link need to be addressed. This is a beautiful part of our coast that is being left to be nothing more than an eye-sore.

I'd like to see new construction in Monterey stay true to original architecture and the history of that particular area of town. I'd hate to see our small town charm lost to cookie-cutter, big box style development. I think this area would also be an ideal space for a boutique hotel, smaller than The Monterey Plaza & Intercontinental but still offering upscale lodging & event space.

The eye-sores that are the vacant canneries/chain link fencing along Cannery Row needs to be addressed. If nothing else, this is a part of our beautiful coast that should be enjoyed visually even if we aren't able to build on those sites.

Make Lighthouse Ave. one-way headed toward Downtown since Foam already brings traffic into New Monterey. Then add more housing over the businesses, 45-degree parking spots (like in Pacific Grove), and encourage local shopping (walkable) by residents and tourists. Spruce up Lighthouse Ave. to look less industrial and more small-town.

The biofuel (or electric) monterey trolleys that circumscribe a limited and uninspiring route between wharf and aquarium should be extended to year long and more importantly should go down lighthouse. Businesses there are very interested in public transportation due to the safety issues of customers parking on a very fast moving road. It would increase our tax base though increase in sales tax. Future residents would be incentivized by free enjoyable public transportation. Extending the trolley route and operating season is a buy now, save later strategy the city should follow.

The most significant challenge with development in LH district is traffic. We not only need to be thinking of our RHNA allocation but also Pacific Grove's since PG and Lighthouse/Cannery Row/New Monterey have only 2 ways off of the Peninsula. PG has an allocation of 1125 units all of which need to use the same roads. There should be zero development (residential and commercial) in PG and this area of Monterey until a viable transportation plan is implemented (not just planned, but implemented). I understand the need for workforce housing and that if new housing could somehow go exclusively to people who work in this district, that would be great-it would probably reduce traffic. But as we all know, the person who works for a business in this district today may not work for that business in the future. I think that there is significant room today to help alleviate some of the congestion especially with regard to Presidio traffic.

Lighthouse Avenue is congested with traffic. I would like to see a traffic solution. Placing new housing in Lighthouse seems like a poor choice due to circulation constraints.



## DOWNTOWN AREA

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

No more ADUs. Negatively impacting existing residences re: quality of life, privacy, and parking.

Continuing to expand Alvarado St type mixed housing and shops development style throughout downtown is a great idea. The existing historical gardens throughout downtown help to provide green spaces even as density increases greatly (as well as access to the bike path and beach). I surveyed a class of CSUMB students if they would choose to live in apartments above shops like the ones near Alvarado St if they were available and about 50% said "definitely". The next generation is excited about being able to walk to things to do, transit, bike path and jobs. This is a great way to increase housing.

This area should be built like Work Bldg but more housing. We need shops and there should be something that draws visitors down Alvarado and maybe Munras and Calle P toward Trader Joe's to bring customers, business to shops. Make it a vibrant place w/outdoor dining and music, somewhere both grandmas and babies could spend an afternoon. Make it appeal to all ages, not just hipsters. We need socializing areas. City folksiest went to Dubrovnik, learn from our sister cities. Add some murals, think outside the Monterey beige straight jacket. Build the proposed housing near city hall. Keep significant percentage for people who work here.

Increase parking time on Alvarado Street to 2 hours instead of 90 minutes. Roundabouts at entrance of Alvarado near Alta Bakery and at intersection near Rite Aid, that area is always problematic as drivers do not know when to cross into crosswalk. Increase parking on Calle Principal to horizontal parking spaces instead of existing parallel parking.

Elimination of parking requirements. Should also include commuter bike lanes. I have had many conversations with locals on the opportunity to convert a street into a pedestrian only space. The goal in downtown is upzoning, as much as 7-8 stories.

I just want to have the ability to own property near where I work one day. I worked really hard as a Marine and in graduate school after that, and am now an extremely rare case having been hired back to be a Korean language assistant professor at DLI as a civilian after being a DLI student myself around 10 years ago. And yet I have no hope of ever owning property in the area with a pay of about \$83,000 a year. DLI Faculty are highly skilled, highly educated, extremely hard working professionals who do critically important work for this country and yet we by and large have to rent simply due to the location of the Presidio. And property managers can gouge as much rent as they want because they can rely on the federal government to increase our locality pay just enough to keep pace.

Parking is important.  
Mixed use with housing and shops and I like the idea of a plaza.

This area is within floor zone for tidal rise and areas for development are very, very limited. And building on stilts is NOT Monterey-style!

Again, I think adding more dense residential units to this area would benefit both the people who would live there and businesses. I currently live in this area and it's really nice having bars/restaurants in walking distance. The nearby parking garage allows for a place to put my car, and the Trader Joes allows for easy grocery shopping. It would be nice to allow for other people to have access to so much within walking distance.

More rental units in the low to very low level, possibly with State subsidy

More amenities like grocery shopping,

Needs a mix of housing and shops.

Mixed use. Apartments on 2ed floor with business on 1st.

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Downtown is a great place for mid-rise apartments since there are already mid-rise buildings that can be used for additional housing, or lower buildings can be raised to meet surrounding buildings without visual issues.

More bicycle friendly

This area has a wide range of potential, I think apartments will be best for those closest to Alvarado street and the heart of downtown, where more townhomes would be better further out. Parking is going to be a huge issue, as well as increased traffic on already relatively clogged streets

This is the area that I think is key to the "character" of Monterey. A very special part of this town is the way that historic buildings and landmarks are integrated with modern buildings. A key part of maintaining that integration between the styles of buildings has been to limit the height of new constructions as it keeps the older buildings from being dwarfed by new development. I am in favor of new housing units in this area, but I think that they should be limited to 1-2 story buildings. Also focusing on lower density housing such as single family homes, small lots, duplexes, and town homes would integrate better with the current feel of this area. What I mean by feel is that when you walk around the housing near Jack's Park, it feels like a small quiet neighborhood with long-term residents. Whereas a dense housing complex feels a bit more impersonal because tenants are constantly moving in and out and stay for a relatively shorter period of time. I think that type of housing is important to make more accessible in Monterey, but this is not the area to do it in.

In further developing this area, I think that it is also important to keep in mind how walkable the area is. The city has done a great job of transitioning this area to be very walkable and I want to make sure that new housing does not undermine that work. This area feels lively because of all the people that you see out and about.

Given the flooding risk near Del Monte Ave., I'd lean toward higher-density residential on underutilized lots between Washington and Tyler; and on Calle Principal near Pearl.

Rental costs need to be controlled for people who are not wealthy. Instead of capping the total amount ... cap rent based on the amount per square foot, something like \$2-3/square foot of living space. A basic one bedroom - like 9 x 10 ft, full kitchen + a ¾ bath unit but with a full bedroom smaller, start docking the costs? The basic bathroom would be ¾ shower, toilet NOT in the shower, sink. Kitchen = full size oven/stove, full size fridge, sink. If the unit has 2 stove top burners instead of a full oven + stove or a tiny refrigerator, decrease the price based on the missing amenities.

Something like a dishwasher could be a luxury charge like \$5 extra per month for basic kitchen. Granite counter tops? Bathtub? Small amounts like \$5 per “luxury” item that make the unit more than just the basic one bedroom one bath.

Additionally, rent increases should be based on actual improvements in a property, not just because a landlord can increase rent. Landlord remodels a kitchen, cool then CA's 10% increase can be applied to the property – but with a cap of so many years.

As someone who has lived in the same unit for 8 years, my landlady suddenly started increasing rent by the full California determined 10% - BUT this unit has NOT HAD ANY improvements. My income does not increase 10% a year so balancing the cost of living because of this is stressful. Not to mention frustrating because nothing has been improved.

In the downtown area, it doesn't make sense to put lower density housing. For downtown, it should be mid-rise apartments. You get more bang for your buck. In most parts of Monterey, this might stick out or it might be too much, but we already have a massive Marriott hotel in downtown (10 stories or more), so it's not like high rise housing would be an eyesore or anything. If we can have a 10 story hotel, why not a 10 story apartment building.

I would love to see a mix of more high density options with an emphasis on mixed used spaces that provide retail and entertainment options. I feel like this area could use more options for activities at night. I would love to see any development follow the similar design guidelines of other developments down there that keep to the historical Monterey aesthetic with nods to the adobe style and use of Monterey balconies. I think the partnership that happened with the Cooper Molera adobe has created such an asset and I have had multiple tourists or newcomers

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

to Monterey talk about it. If that could be duplicated one or two more times, downtown will be unstoppable. I feel that various updates and developments in this area over the last 25 years were very well done, and I hope more thoughtful development continues because this is one my favorite areas and I would love to see it continue to thrive.

Bike lanes and buses for salinas commuters. Buses are An excellent way to minimize traffic. Affordable housing

The existing scale of the downtown should be maintained, nothing over 3 stories. Mixed use should be encouraged.

More housing would help bring more life to downtown. Alvarado street is seeing nice evolution with new businesses. It would be great to see more of this energy spread out to some of the other blocks in the downtown core. allow for slightly more density. All of the historic buildings downtown are nice but tend to turn into "dead zones", is it possible to allow for more creative uses of the collection of historic buildings? Alta Cafe is a great example.

The downtown area should not be developed until a comprehensive flood-sea level rise plan is in place.

If parking and traffic are addressed, there is potential for additional higher-density housing. The vacant auto lot at the east end of Franklin seems to be a candidate for redevelopment.

Due to limited space and the commercial aspect, these types of dwellings seem to fit in better with the area. Again affordable housing is the main issue. No way to keep increasing rent and think anyone who isn't a millionaire can stay in town. We need diversity!

Move the Tuesday Market to keep Alvarado Street open. Maybe locate to top of Custom House Garage?

Same as lighthouse. Develop for young professionals that crave vibrant walkable community. Make social spaces key like a courtyard or roof top terrace. Add decorative and pleasing curb appeal.

Curb appeal is important on Alvarado and downtown, ideally plant trees, courtyard for social areas, rooftop terrace for residents social space, use native plants to reduce water use, incentive to 1 car Households and free transit passes.

This area can absolutely support more high density housing, there are some defunct commercial lots that should be repurposed for housing. There is plenty of parking, but much of it is free, I would add more meters and maybe do away with some of the excess parking as well.

We shouldn't be building housing downtown. Too close to the bay and Lake El Estero with the rising waters expected. Instead we should be creating a primarily pedestrian-friendly and bike-centered complex downtown, rerouting buses and cars farther south away from the conference center and shoreline. We could then create dedicated bike paths for locals who commute between Monterey and PG and encourage walking more around the bay.

Same applies to Downtown as to Lighthouse. Housing for service workers and those in arts and entertainment are crucial to truly revitalizing Alvarado after the fire (still).

I would create a pedestrian zone on Alvarado and Tyller streets for restaurant access and conference-friendly use. This would change the culture of downtown from this dangerous car traffic that competes with walkers who are trying to relax and enjoy the waterfront and shopping areas. for now I would keep traffic moving one way around these two pedestrian-dedicated streets down Polk then Del Monte. The bus triangle could stay the same to accommodate our bus-using folks! We can't build residential housing too close to the waterfront. I fear we will need to move our City Hall soon too...Maybe up the hill?



**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

If housing was to be developed here, there would need to be expanded parking, and/or amenities that were in walking distance.

This is an already densely built up area with high traffic use. I only support a very limited amount of growth and mainly along the downtown areas where apartments would go to allow for the "city living" style with walking to everything. That is all.

Please keep in mind that the majority of the new housing that needs to be built should be along the vast space that is available along Ryan Ranch, Fort Ord and Garden Road. We do not want to add additional burden to other already established neighborhoods and the opportunity to do something beautiful, well planned and thoughtful could be done along these undeveloped areas and create something special and unique and nature inspired.

Again, residential parking may be a problem downtown.

This area is also crowded and densely populated with a lot of traffic. I only see additional apartments similar to what exists on Alvarado for the handful of people who like the "city living" experience. Otherwise it is best to develop beautiful, nature inspired neighborhoods within the areas of Ryan Ranch, Garden Road and Fort Ord to accommodate the need for additional housing per the State's requirements.

More mixed-use commercial/residential properties. No "luxury apartment homes" that artificially inflate rent prices. Living above or near the noise and pollution of these high-traffic areas is not a luxury, it's a necessity.

Add affordable apts. for hospitality workers in multi-story apartments above businesses downtown. This will encourage walking instead of driving to food/drink.

Highly commercial area, retail included on the bottom to generate further visitation

I would love to see the older homes that are sitting empty, remodeled and made available to local workers at a fair and reasonable price. While I love vacation rentals, it is a huge detriment to the availability of living quarters for the people that help keep our businesses open. There should be an application process that limits how many can be in an area and new home buyers should not be able to apply, or must live in the house so many months out of the year. Or live in the house and only rent rooms or a building on the property. Some of these vacation rentals are ruining neighborhoods. It is running a business in an area zoned for housing. I hope the additional housing will include housing for local workers. We don't have enough water to service what we currently have. I feel the County made a grave error not filing to be excluded from this order by the state.

Just add housing here. Perhaps parking underground/first floor (residents only obviously). Go vertical!

Avoid new development/redevelopment in area impacted by flooding and sea level rise. Outside of that area, encourage mixed use development

Mix of shops and housing for people who work in the area

I want the folks who work in the area to be able to live in the area.

Downtown Monterey is already congested. Parking would be a big issue.

Already crowded

I think we should be looking at existing buildings like bank that are oversized and have wasted space. Maybe they could all consolidate into one banking area and converting the current buildings into apartments. Most also have parking some with excess parking that could also be expanded into additional apartments. Review other businesses that have available space. What about Heritage Harbor?

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This area should have housing that primarily sits on top of shops. This area needs to really keep its character that draws people there. The area needs to have a pedestrian feel where people feel safe to walk with their families or sit outside for a meal. Parking opportunities need to be maximized here.

We need to close Alvarado and make downtown a place for outdoor dining and celebration.

Develop a parking plan to allow easy access to this area.

We do not need traffic polluting this area, and hindering the establishment of a desirable downtown area.

Under no circumstances should single family dwellings be permitted for new construction.

Monterey could use more dense housing in the downtown area, to encourage community growth

Downtown Monterey IS NOT the city's premier business and tourism district; rather, it is the wharf and Cannery Row. Downtown Monterey has become an attraction for panhandlers and homeless; not to be seen in Carmel the same way. Monterey needs leadership to clean-up its act. Too many businesses that maintain a messy appearance-should be a code enforcement person assigned to the downtown area. Restaurants and shops look DIRTY and uninviting. Eliminate cheap NEON!!! Take this from a 5th generation resident whose family lived in the Cooper-Molera home. Monterey has FLUNKED compared to Carmel. Just look at the appearance of business store fronts in Carmel compared to sad Monterey.

Already dense. Dangerous for bike riders on Alvarado.

Crowded. I don't see where you could add any

Parking is a problem. Better public transportation. Workforce housing is needed more than more high end housing that often sits empty.

While fairly charming, downtown could use a facelift. People see downtown and wonder why it is so small and dated. Building up to 10 story apartments and condos in the downtown would provide the required housing and add a feeling of importance to downtown. Most visitors think Cannery Row is downtown Monterey.

Townhomes downtown that blend into the surrounding historical buildings would look good. I appreciate the way Alvarado Street looks

I think more culturally focused downtown area, with live music, artists lofts, etc to support people wanting to live downtown.

Absolutely need to maintain the historic character of downtown and the vibrant feel of dining and entertainment for locals and tourists

The focus for downtown Monterey should be on getting rid of the hobos who frequent this area. You can't walk down Alvarado without seeing hobos hanging out in front of the Walgreens or Taco Bell. There is also a problem at the entrance to Trader Joe's. Panhandlers typically stand at the entrance which is a distraction for people trying to drive in and out of the parking lot. Get rid of them! That is how you can improve downtown.

Where commercial buildings are currently in place, the idea to build additional stories but no more than one or two would be acceptable.

As a Monterey renter, my spouse's and my dream is to own a humble home in downtown Monterey so we can walk/run/cycle to work, the farmers market, MSC, restaurants, and stores. I think that high-density housing works best in the downtown area with storefronts on the first level and residences in levels 2-5. I caution too much mid-rise housing here though to prioritize the charm, sun, and bay views that are currently offered downtown. I think Alvarado should be a pedestrian/cycling/electric trolley service street only, no longer open to cars. My spouse and I are tired of driving and car culture, but we can only truly give it up if many of us have the option to live downtown to mitigate the need to travel to and park downtown. I also think there needs to be a better, and/or potentially a

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

second recreation path to connect old Monterey to new Monterey. The current rec path between Alvarado and Fisherman's Wharf gets really crowded during tourist season, making it difficult for locals who are cyclists and runners to efficiently travel between old and new Monterey for work and pleasure. As with any healthy built environment, please prioritize native green space, even if it's vertical on walls, GREEN ROOFS!, and/or small slivers of sidewalk plantings. Too much concrete and brick is unhealthy for all beings. Friendly Plaza is a great space, and I think it could be better utilized with live music and community events.

By adding new AFFORDABLE housing to this make-believe small town, that is compact, taller, and modern, you not only bring the future of the country back into the city making the city more vibrant, you not only make Americans of all ages enjoy their life, you will also reduce traffic on the outdated stretch of highway between Castroville and Carmel! They will be in the city that they work in. They live in. They are happy to be in.

The old Monterey savings site, now owned by Nader Agha would be great for apartments. Building should be torn down. Allow Apartments on the 1st floor because retail is getting harder to fill because of Amazon and other online business. Also the Church site on the corner of Alvarado and Franklin could be apartments. That site seems very under utilized. Also, on Calle Principal there are opportunities behind some stores that front on Alvarado for apartments.

Alvarado s/b a plaza

I feel the ones I checked will best infill the areas that could have infill in the downtown area. Parking for residents is critical, unless there is an assumption that folks in this area will use public transport or bikes?

More housing is needed for students and employees at the DLI. Existing single family homes would benefit from adding ADUs on their lots, which could be facilitated with a streamlined permit process.

Explore having a few downtown streets (Alvarado? Calle Principal?) closed to motor traffic (pedestrian sts). Add a few more levels to current public parking, to help accommodate new housing's parking needs. Have parking and business space under new apt/condo buildings. If new MST “surf line” only goes from Marina to Seaside, add light rail or plentiful buses to Monterey & PG. Encourage Spanish/Mexican/Californio themed architecture, perhaps including courtyards (for cafés or shops) to block cold breezes. More art galleries (featuring local artists) arts& crafts stores (local & Latino), outdoor seating, live music, non-chain stores/restaurants, such as garden stores, bookstores, hardware, stationery....toys....La Michoacana ice cream.... DECIBAL MONITORS along some streets (eg. Pearl/Figueroa/Franklin) with cameras to ID the guys with illegal, after market exhaust systems!

Close Alvarado Street to car traffic, allowing only pedestrians, bicycles, farmers market.

Underground parking needed.  
Add bike lanes .  
Area for residents / kids to play at location site

Perfect area for mixed housing with all the benefits our lovely town of Monterey delivers.

Improve all aspects of Active Transportation, buffer bike lanes, and reduce parking requirements.

Trepidatious about this concept. Parking concerns me greatly with this solution. What will be the impact on local businesses?

I think already vacant or run down or abandoned buildings of any type in downtown should just be converted into housing and that's it. I don't think it would be a good idea to add more buildings downtown because it'll start turning very cramped and densely populated which might not be good for an already occasionally busy downtown.

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

More residential in downtown would be great as long as parking is included. It is a very walkable area now and more people living there wouldn't hurt - at least the tier 1 plan or adding Tier 2

Since the major revenue generator for the City of Monterey's is hotel tax., then I think the moratorium on hotel rooms in the downtown commercial district should be lifted. Reasons :a \$60 million dollar Conference Center that needs to be supported; that additional patron will increase sales tax; that surrounding cities are aggressively building new hotels and some with conference facilities ( ie, Pacific Grove, Sand City, Marina and Seaside.) Some of the planned new hotels will offer ocean views and amenities that will become major compactors for Monterey's older facilities'. We need to protect our market share !

I did not see reference to New Monterey as a resource for affordable housing ?? I think the old Hill Top school, that is know a neighborhood facility should be consider for possible redevelopment to include housing. It's a large site in a residential area. Why was New Monterey not included in this survey. ???

I think some of the neighborhood TOT tax could be utilized to make affordable house feasible, additionally some of that revenue should be shared with the commercial districts for beautification and improvements. Lighthouse Ave.: Plans should be undertaken for widening and funding should be aggressive undertaken for state and federal funding. It's currently an unsafe for passenger entering or existing their cars.

Retain the existing character and ambiance that makes this area such a pleasurable one to visit/shop; more development will only compound the parking/traffic situation, as many people will avoid the area at certain times of day and night, which is a proven

I think Old Town Monterey is already over crowded with homes and apartments, with no areas for parking. We really need to invest money into maintaining our Historic Old Town as it's the heart of the city. We rely on tourism, people leave their big cities to vacation here, if we turn into a big city, we will lose what makes this place so special. A charming historic district that doesn't encroach on the beautiful nature that surrounds us.

I'd like to see Alvarado as a pedestrian only street. I'd like to see different tenants in the big building that has the coin shop where they buy and sell jewelry and coins. It'd be cool to have a variety of tapa bars in there. It's so dark and unwelcoming now.

The alley between Alvarado and Calle Principal ( near Rosine's) could be a cute plaza. It's unappealing now. Hopefully, there would be parking and water for any new construction.

Let's create opportunities for people to "live and play" by building mixed-use properties with commercial on the street level and several floors of residential above. Please preserve our historic adobes, but increase housing density and availability in this area.

I currently live in the downtown area, and parking is my main concern. My husband petitioned for a parking permit but was denied due to the fact that our unit offers 1 spot. However, we are a 2 car household and work in different areas. Even with a permit, finding parking from May through October is difficult. This causes us great stress, and with more housing in development, this would get worse. So, please change your policy and add more parking. In order to afford this area, we really need to be a two car household so we can maintain jobs.

Secondly, I recently went to Alexandria, Virginia and loved what they did in the downtown area. They actually closed one of the main streets, which made it safer for pedestrians. Alvarado is notorious. Tourists just walk across the road without looking, people double park, and people don't stay in their lanes at the turn at the end of road. It's a dangerous nightmare that I try to avoid at all costs. My proposal is that Alvarado close between 10am and midnight every day between Memorial Day and Halloween during high tourist seasons. Most truck deliveries happen early in the morning or late at night, so I think it would minimally impact businesses while making the path safer for visitors and locals.

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Apartments over businesses, like across from the new Santa Cruz bank. Possibly closing off some streets like Alvarado, to walking streets, would be conducive to over business housing. Maintaining all the green areas that now exist, for people to get out and enjoy nature. Improved transportation could even encourage one to not need a car. Restaurants of various ethnic origin and tea rooms, wine rooms and breweries could enhance over business housing. It would be necessary to clean the walkways more often of gum, spilled food and drink etc. the city would have to assure this area off limits for homelessness. But how great this sort of area would be for tourists to walk and eat etc.

Similar to areas in New Monterey, it could be interesting to consider 1 or 2 blocks a few streets (likely off of Alvarado, or in standalone areas) to build mix-use areas not available to car traffic. For example, Bonafacio Pl between Alvarado and Tyler streets; and/or somewhere more standalone like the section of Tyler St between Munras and E Pearl. Cities to look for as examples are Denver, Colorado, and Charlottesville, VA who closed off a fairly run-down Main Street to cars in the late '90s, injected a lot more mixed-use (housing, restaurants/bars, permanent art installations), and it's become a vibrant heart of the city and has generated a lot more local and tourism dollars. I'd suggest this for Alvarado St, but if we're not ready for that, then a few side streets and/or isolated blocks makes sense.

My objection to housing in this area, high tsunami risk, and ocean rising.  
These risks are well known in existing city plans and reports, there's even city you tubes that carefully explain the risks to lives and property, why isn't this information repeated at meetings?

Plan to move all the small medical offices in converted homes out of downtown and into new medical rental spaces at Ryan Ranch. Return the downtown edges to single and duplex multifamily housing units.

We need to address the plethora of one way streets. Alvarado street IS getting friendlier...outside dining and tree lighting make it nicer, but having it one way causes traffic to speed. Flower balls, fountains, more outside dining...love the new front of the Plaza hotel, it is so welcoming-why can't we use the space between the Plaza and the Wharf for daily events and not hold it open for car shows and ice rinks? If this area were filled with activity, it would link the Wharf to our downtown for strolling.

I see this area to have a mix of affordable and luxury multi-floor apartment buildings so people live close to public transportation and commercial spaces, which would also reduce the likelihood of those people owning cars and needing parking.

I think downtown is a good place for more dense development, with some conditions: (1) Retail services for people who live there should be close (i.e. they shouldn't have to drive to Del Rey Oaks or Sand City to buy groceries); and (2) parking in and traffic flow through downtown must be addressed. (Why aren't the lights timed along Franklin so that cars can slowly go through without being stopped at every intersection?)

We can't just pack in more people without first improving traffic flow and providing practical transportation alternatives. We have agencies that regulate development based on water availability, but nobody seems to care much about gridlock.

How about the development opportunities for the southeast corner of Figueroa and Webster? It's parking lot!

Additional residents could support a more vibrant downtown. Would like to see a few more lower cost family friendly restaurants and ideally the return of Osio theater. Where would the residents park?

More local residents enjoying a more vibrant downtown (along with our wonderful tourists) with a few more lower cost restaurants, additional live entertainment and ideally the return of the Osio theater

This area is already impacted by parking and traffic problems. Adding more housing, particularly multi-unit projects would make these problems even worse. I talked with someone living in an upstairs unit downtown. He said that parking at the parking garage was very inconvenient for him. Also, it is important that the historic



**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

character of the downtown area be preserved. If housing must be built there, please have the new buildings the same height or lower than existing historic adobes and other historic properties.

Cut down car traffic on Alvarado - make it more pedestrian friendly. Use the model they use in Norway/Denmark/Sweden where you park your car in accessible multistory lots, then walk to the shopping areas. One lane in the center for deliveries and handicapped access. Open for traffic in the evenings as needed. Keep the extended sidewalk activity and develop it better. Keep the mix of residential and business, just use better planning with existing structures.

This area should have more affordable housing for students, faculty and staff of the major educational institutions such as the Middlebury Institute of International Studies. It would be nice to have a mix of housing, shops, restaurants a plaza for socializing. It is hard to socialize outdoors due to the lack of real parks or plazas. More public restrooms should also be available. Please KEEP and support the MONTEREY SPORTS CENTER, the only sports facility in downtown Monterey with a real pool for laps and saunas to warm up and for health therapy purposes. The adobe houses are underutilized too, except for the Cooper Molera Adobe which currently has three different business operations. It would be interesting to know how they operate and where the funds go for the sake of transparency. Some adobe houses could be use to develop community enterprises and to hold educational activities.

Thank you!

Downtown has a historic culture that should be honored. Recent construction has done a good job of honoring the culture of Downtown. More multiuse multifamily buildings might be good but not in the flood prone areas.

It is not morally or ethically supportable to place potential future residents in the areas known to be prone to tidal surge and flooding, especially if those residents are likely to be renters.

Monterey has done a fairly good job of maintaining some historic and cultural ambience in the Downtown Area, and the more recent multi-use buildings have blended nicely. I would enjoy to see more multi-use sites developed in the area provided they are coherent with and honor the Old Town character of the Downtown area.

I do not support placing new multifamily residential units in areas that will soon be prone to flooding due to sea level rise. Too often we see flooded areas with residents asking why housing was placed in harms way? Why didn't previous planners keep housing out of flood prone areas? It is not wise and not fair to put the responsibility for such decisions on potential future residents, especially so if those residents are likely to be renters. No matter how tempting it may be or how convenient it may be to current needs, to knowing place new multifamily residents in areas known to be flood prone or susceptible to tidal surge in the future would be morally and ethically unsupportable.

I would love to see more spaces for graduate students to be able to rent apartments or mother in law attachments that are nearby campus (which is in downtown monterey) and reasonable priced.

This area should have a mix of housing and shops, with indoor and outdoor community spaces for events.

Apartments/condos could be built on underutilized lots.

This area should have mix of housing, with street trees added on the sidewalk. Also, a good public transportation with Monterey neighborhood will help in managing parking in the neighborhood.

Addition of a dog park.

Young professionals are struggling to live in Monterey. This would be a great location for affordable studio-2-bedroom apartment complexes. Great proximity to MIIS, DLI, and NPS, as well as restaurants, grocery stores, and public transportation. This is a prime area for the young professionals who move to Monterey each year for continued graduate studies. Are there opportunities to utilize the top halves of the current commercial buildings

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

on Monterey--commercial on the bottom, residential on the top? Sidewalks and public transportation are already nearby, but is there potential for an additional private garage or underground private garage for residents only?

There needs to be consideration for parking and driving past old Monterey as there currently is NONE. Rude to add more people. Instead, encouraging rent control is the reasonable thing to do.

More young people. fewer old people. More culture, less decay.

No building in the Tsunami Hazard zone. The sea level rise zone needs to be updated to reflect the latest NOHA data.

Building could take place in the area off of El Dorado.

Walk-up row-house style condominiums. Middlebury Institute and MPC are nearby, and students will need rental apartments. Lots of businesses nearby and the area is very walkable with lots of services nearby. Easier to drive in and out of this region as well, easier than the Lighthouse corridor.

On-site, free laundry would be nice

This area would be great for first floor commercial with residential on top. It is walkable enough and close enough to transit options that you could live car-free, so minimum parking requirements should be removed.

Any new building should consider underground parking. This is a vibrant downtown area, and it would be nice to see more community events and family oriented events.

My real answer is not “yes” or “no” but “maybe”. It would depend on available parking for any new residences. It would also depend on the number of housing units. I could see upgrading some of the old vacant buildings to add some apartments but the number needs to be limited given the already bad traffic and parking situation in downtown Monterey, especially during big events.

At the lower end of this area you will have sea water rise issues. This needs to be addressed by flagging all properties now to signal restricted development now. Hard decisions, but liability and withholding action could bury the city in decision choices later. This will also result in loss of housing and current city property development cost issues now and in the future.

Alvarado should maintain a drive and walk posture. I would suggest the city study hard going back to two-way traffic on most streets. The restaurants extended out to sidewalks are a nice touch. If the city were to go higher, I suggest five stores as max down town. This not in comparison with the existing taller hotel but fitting it in with the downtown. For any increase in housing, as you go up the hill, consider additional parking by going down but above the water table now and in the future. Maintain the Spanish historical look of not just the downtown but maintain this finish looks about the town as they draw tourists. From parking garages, identify and lay out historical tours in walkable segments with maps that include the tour walk times. The can be guided or city wide links to a city maintained tour ap link starting at times or by individual if feasible. This would include talking points along the timed tour. If you got it, flaunt it.

Monterey Airport CLAIMS to be a regional. Work with other local cities to improve local tourism and they collectively meet with the airport to address regional interests...not just pilot interest. It too needs to grow. Looking around the state we can see how well the police department addresses finding accommodation for the homeless. While other places are lacking in tourism due to this issue, we have a program that addresses these community needs. The state needs to improve the care aspects of these individuals but the existing problem is better handled here than other less fortunate places.

City government needs to examine, identify, project improvement, and target improvements, as we work on increasing housing while maintaining what is a Monterey experience. Obviously this includes water, housing, and the other issues surrounding and accumulating in this examination. Make up an adjustable map for a PLANNED IMPROVEMENT MAP that can deal with reality. This must include getting back (when appropriate) to Community Development including bringing business to the city. We have too many vacancies around the city.

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

I would love to see more business with apartments/condos on top and underground parking. The apartments above Alvarado brewing company and near osio are perfect examples of this.

housing mixed with shops

stop the conversion of housing into offices and treatment space; restore the housing. Create places for the offices, agencies, service centers etc to be nearby. Be sure green space, trees and benches and walking remains easy and pleasant

I would like to see the blocks between Pearl Street and Franklin, between Calle Principal and Washington Street to be pedestrian/bicycle only with additional trees planted. In a sense I am envisioning a pedestrian zone with limited access from delivery trucks at limited times. Make it a destination. Incentivize merchants to offer outdoor dining and access to live music. Better signage about parking along the harbor or in parking garages would be necessary. Allow for mixed use mid-rise apartment buildings with retail below. Limit access to cars and encourage use of public transportation.

I would actually like to see the city go up to 6 or 7 stories in this area. Downtown is ideally suited for more housing. Impacts of denser development in this area would be smaller than impacts of lower density development in other parts of the city. That's because this area is already well served by a dense street grid and a transit center.

Alvarado Street is a model for prioritizing pedestrian safety and enjoyment, although I would like to see this corridor closed to vehicular traffic permanently, not just during farmers markets. The city should look into narrowing Franklin Street to reduce speeding in pedestrian-heavy areas near the Sports Center and Jacks Park. This will improve the desirability of downtown for would-be residents.

This area should have a mix of housing and shops, with a plaza for socializing and listening to live music. Also Alvarado SHOULD BE CLOSED TO TRAFFIC at least for the majority of the evening and night (maybe open from 4 AM to noon for deliveries and traffic) as it really ruins the atmosphere of a walkable downtown. The outdoor seating is nice but too many cars and aggressive drivers looking to show off really limit the appeal

More multi-family housing that is affordable for local workers. The existing housing stock is primarily single family homes, the cost of which is out of reach for most people, and certainly for people who work in hospitality, etc. Providing more affordable housing for locals would benefit the local economy. Tourists will continue to come, but capping the number of residences that are not primary residences is key at this time. More parking will be necessary, and ideally public transit, walking and bike paths to mitigate the larger number of people in a smaller area.

New housing should also include plans for Level 2 electric vehicle charging stations .

Low and Mid range in price so that workers can afford to reside in Monterey. Ground floor commercial. Alvarado should be converted to a pedestrian mall with no automobile traffic.

same concern but more allowable to high rise apts with parking. Current parking structures are on the outskirts and the shuttle station parking is minimal for the purpose of the shuttle. Keep existing offices as offices around Hartnel. The community should not need to travel to so many different offices for healthcare services

We need a variety of housing types that are affordable and accommodate individuals as well as families.

Four to five stories should be a minimum down town.

This neighborhood is where I live and is infinitely walkable. People, in general, will not be talked out of their cars though. Parking considerations must be accommodated as street parking is at a premium even for full time resident homeowners. Local auto repair businesses commonly use local street parking spots to store vehicles awaiting repair. San Carlos Church/School, The YMCA and local commercial businesses commonly use street parking for overflow once their lots are full yet otherwise restrict their lots from local usage. The un-homed

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

commonly park (and sleep) in cars located here in seldom enforced 72 hour street spots for extended duration. I am not complaining about the un-homed here! I am stating fact. I know and have known a number of them on a first name basis. After all, this is a conversation about housing which would be preferred by some over their cars.

I couldn't support a more dense housing plan that doesn't address adequate parking for its residents. But please note that otherwise, I do support housing development on underutilized lots. The high density housing proposal put forth for the current parking lot at the corner of Adams St and Bonifacio PL was one I supported.

more apartments and condos here can take advantage of already good walk and bike access to shopping and entertainment. City could add some parking garage space for long term residents?

Monterey should be vibrant and support people working, going to school, recreating, and accessing healthcare in the area. Housing and public transportation are very important in this area.

Dense apartments upstairs from shopping & eating.

Housing needs to take prior over other developments

If new homes are built in this area, they should be dog friendly and have a small, fenced yard. Finding a rental in Monterey that allows dogs and has a yard is extremely difficult.

PROMOTE ADU ALL THE WAY TOWARDS DLI/HIGHT STREET WITH MATCHING GRANTS FOR LOW INCOME RENTAL.

- Parking strategies and Ev Solar panel installation in mind, to be strongly considered.

I feel there is no way downtown housing will be affordable for those who work in education or in the tourism industry for instance, so please show how that affordability will work.

Same for Del Monte Beach neighborhood.

In Oak Grove there is a property perhaps the city can buy for apartments. It's an abandoned-looking storefront on the corner of 5th and Ocean. What we really need here is a playground or park for all the kids who live in the apartments here. If that cannot happen, then let's put apartments with off-street parking there, and only two stories max, in keeping with the look of the neighborhood.

Mix of Living and Retail, allowing for walking among theaters, retail, restaurants and homes. Developing "park/plaza areas" such as those that exist inside the Cooper-Molera property -(Alta Cafe, Cella restaurant), where gardens and areas to sit/benches exist. Create a more expansive area that includes housing on Pearl St, Calle Principal/Pacific Street regions for walking, shopping, entertainment, living.

There is not a lot of room for adding a large number of housing units to the downtown area, parking is already a huge struggle for those of us that live here. That being said, it could be done on a smaller scale of triplexes and duplexes with the right property, however redeveloping a large office unit into 20+ units begs the question of where will everyone park? It can't be all about parking, but it must be considered as a factor in larger developments. The elephant in the room in the downtown area is building where sea rise is absolutely going to take over. Why invest in temporary solutions when they will displace people at a later date? The homeless shelter in the old dance studio should never have been approved for this reason. The city's own sea level rise reports show this will be underwater! Please be smarter than this, making it someone else's problem down the road is shameful.

I think this area is for more socializing and business, having more housing here will increase the prices of the homes and parking is limited

These homes would be taking away parking lots that are in desperate need in that area.

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Downtown Monterey is a great area, however, adding more housing in this area will worsen traffic and create even more parking challenges.

Care needs to had in infilling downtown monterey. The height limit should be kept down to retain Monterey’s historical flavor and small city charm.

Parks bicycle routes pedestrian areas open space fewer roads

Parking is an issue in this area. Consider building elevated housing with parking underneath if future flooding is a potential issue. Shorter term housing is needed in this area for the high number of students at NPS and Middlebury

The Alvarado St improvements look better every day. Replacing the older buildings with two-story buildings could give a more inviting appearance as well as adding homes. It is hard to get between streets and ugly too. Every business should be able to have funds to improve the look as well as the structure of their building. Doubling the housing seems possible. Maybe more, depending on how many streets would be involved. Parking is still awful. I would like to see Alvarado closed to through traffic and move seating and park like area develop.

Downtown is busy, parking is busy and hard to find, if building more homes, be sure to include plenty of parking that is secure for the tenants.

We have a downtown with great potential, but virtually every street is designed for vehicle traffic. I believe our downtown could develop into a more desirable destination but lacks the pedestrian traffic to make it so. Alvarado Street is a great candidate for a pedestrian only street (think Santa Monica 3rd Street Promenade). I understand there's a master plan to develop the Tyler Street garage into a public transit station - this makes sense to me. Jules Simoneau Plaza is a public space overrun with homeless and underutilized by the general public - add kid-friendly installations such as the "Lawn on D" installation in Boston to make it more attractive destination for the public and reduce vehicular traffic on adjacent streets.

Secured Parking

I'd like to see vibrant life of downtown area - celebrating the history and pulse of Monterey...so I'd like to see a mix of high-quality/density housing along with shops, plaza/marketplace and green spaces....where ideally people who work in Monterey can live there. With the small footprints available in this area - I think it should hold only high density on - mid-rise apartments/condominiums.

We need shelters and proactive solutions to the homeless in this area. It is a terrible situation and a negative spiral for everyone, particularly the unhoused and local business owners.

Parking would be an issue if apartments are built.

Downtown should/ could be so much more dense. If parking restrictions for individual businesses/ buildings are lifted it seems an easy fix. Is there a possiblity of building 'above' exisiting low rise buildings? Are \*all\* of the historical buildings worthy of saving preserving/ freezing? Recent wall collapse at bank building on corner of Alvarado and Pearl has been tarped over for months now. Is it worth preserving until next heavy rain? Are the other buildings that sit vacant most of the day/ year worth preserving as well? Are there tax abatement strategies that could incentivize the building of housing over the price of the land? There is a density of hospitality jobs in this area that more housing could help provide more/stable workforce who would in turn spend there dollars locally.

Possibly add residential over commercial.

The homeless problem downtown is atrocious. When I go to El Estero they don't let me feed the ducks any more. Stop feeding the animals downtown.



**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Community space for safe gathering with children and pets in mind. Gated away from busy roads.

More Apartments and more parking.

I think downtown should be more focus on providing a night life and inclusive restaurants or music/food scene. Putting housing here could only limit both potential residents and business. Places like the Bull & Bear lost a lot of potential due to the neighboring residents. Let Downtown be a real DOWNTOWN and not a housing center.

This area should have a mix of housing and shops, with a plaza for socializing and listening to live music.

We have plenty of single family homes, so pretty much everything besides those should be built. I wouldnt build anything close to the ocean, especially considering the environmental hazard. Another reason being that none of us can afford to live that close to the ocean, and we dont mind considering how close we already are!

More community outdoor areas in general, yes please!! Places to sit and hang out with friends that geared towards community events, live music, etc. Jacks Park is rarely used, why not allow it have a dual purpose for the community?! So much wasted space 90% of the year!

Better ADA access throughout downtown and additional public restrooms needed throughout downtown for the number of visitors and people there at all times. Adequate additional parking will be necessary if a lot of new residential properties are added. Mass parking garages in downtown are too tight inside - any new parking garages need to have adequate back-up distance & parking space size needs to full-size (compact spaces are too small for reality of vehicles here and more space needed to move between vehicles when getting in and out of parked cars).

Housing with multipurpose/use space - live work environment, public market with housing above.

As a student & worker in this area, I think it would be useful to add more mixed-use zoning, such as a redeveloped commercial building (having a business on the ground floor and a few housing units above). I especially think that there could be repurposing of office buildings to meet key housing needs considering the impact of the COVID-19 pandemic on remote work / joint or co-working spaces. For those who work in person, many working professionals in need of affordable housing would be happy to live closer to their work and thus even better serve the economic development of the city of Monterey.

My opinion is that it makes sense to focus on density in the downtown area: no single family units but rather multifamily/person units of small size.

Parking would have to be limited and mitigated, perhaps with parking passes for residents in parking structures or lots.

It also seems logical to create mixed use buildings with business/retail/services on the bottom floor and apartments on the second and third floors.

Having more people living in the downtown area where businesses and services already exist, and where they can walk or bike rather than drive makes sense.

Mixed use with commercial below, and residential above would fit nice. Maybe some for Seniors or Vets

I see many mid-rise apts and condominiums to house. This is a central location to all parts of the Monterey Peninsula making it a desired living location. The population downtown should be increased to support existing businesses and attract new business as well. There are many vacant properties downtown. Some of these could be made into combination housing/commercial properties. In addition, this central location is served by easily accessible transit. A vibrant downtown will be an added draw to out of town visitors.

Do not build housing over two stories high. This blocks sun and looks terrible. It also adds more parking and traffic issues to the area.

workforce housing, ADUs, parking strategies. Regular public transport, Bike lanes

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Ideal area for small units. I support Sylvie plan to built above Calle Principal parking lot 5 stories. Not for rich people from Silicon Valley, but median income workers.

This is already a great area. It would be great to see more pedestrian and bicycle-friendly features added as well as density.

Again great area for Mixed housing and shops 4 story limits

The infrastructure, restaurants, shops, food markets, as well as transport and access/egress are all pretty much there. It is primarily a question of increasing the residential density through the re use of existing structures and new construction.

I believe that the area immediately around Alvarado Street could support 4 - 5 story buildings, ASSUMING the buildings are mixed-use. We don't want to lose commercial establishments (e.g., retail or food services) in that area. Beyond the Alvarado, Tyler, Calle Principal area, I believe that 2 - 3 story apartments are more appropriate and consistent with area properties.

If these apartments were to be built in the area they should take into account the average salary of Monterey residents so that actually residents would be able to take advantage of these properties.

We rented a house in this area on the other side of El Estero years ago. The area highlighted feels somewhat touristy still, though not as problematic as Lighthouse in terms of building, parking, etc. There is also the Middlebury campus. This area seems like a nice option for student housing or folks that prefer hopping on the bike trail to get around.

Keep trees in the plan please!

A residential retreat from the rising ocean should be combined with a seawall project to be started sooner rather than later. Higher density housing would benefit from even greater pedestrian-friendly planning, although as pointed out that is in pretty good shape already.

The amount of housing in this area should be minimal due to the parking issues, crowds, congestion, and limited infrastructure. All crosswalks should be illuminated with flashing lights.

Mixed-use commercial/residential would be good here: commercial on the bottom; residential on top. That could effectively expand the business district (bringing-in more money from visitors and making more money for the town in tax revenue) while also expanding housing opportunities. Clever parking strategies will also need to be considered here.

All 100% Affordable for priority CURRENT RESIDENTS & WORKERS IN THE CITY

A pedestrianized or semi-pedestrianized one lane Alvarado Street would really help connect downtown better with the wharf/plaza. A one lane Alvarado St could even expand bike/pedestrian space without giving up parking.

More stormwater projects that make the city more permeable.

Make things more walkable. This includes greater ordinance and security enforcement. Invest in security cameras in main streets and commerce areas.

Consider Alvarado being a promenade.  
Do things in addition to farmers market there.

Address top heavy staff making over 200k+

Address Monterey's SPENDING problem, not increase taxes as already too high.

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Housing is best on Fremont & ADU’s. Maybe convert sports center to apartment building.

Parking must be thought of as most people drive and bus MST service is pathetic and takes way too long to get to places.

Better roads and road signs maintenance

I would generally like to see higher-density housing across Monterey and Pacific Grove, along with more closed-to-vehicles areas (plazas, streets, etc). I would particularly like to see Alvarado Street closed for traffic for the 2 - 3 blocks closest to the waterfront. Let the restaurants setup tables at night, etc.

The underutilized buildings within the Downtown area need to be repurposed for housing or better uses. The current situation is not taking full advantage of the possibilities.

Very tight already.. more housing here is unnecessary

If new housing is to be built, we'll need strategies to manage parking in the neighborhood.  
Concerns about flooding and investing money in an area that is high risk. What would mitigating factors be?

I'd like to see a mix of housing and shops. But increased density increases traffic and parking issues. Please don't let traffic get more clogged than it is.

No new housing should be built near Lake Estero due to Sea Level Rise and flooding dangers. Put higher density and mixed use housing at the higher elevations. Apartments and small condos above commercial would be best to offer living close to work so that cars are not needed and traffic will be helped.

New residential buildings should be mixed-use with stores and restaurants incorporated into the design. Dedicated bike lanes should be incorporated into city street planning. Utilize native plant landscaping. Install round about intersections rather than stop lights, and where not feasible incorporate international crosswalks where all vehicle traffic stops for pedestrians.

Our downtown can be improved significantly by bringing in businesses that encourage foot traffic and add to a strong local character. Many of these already exist on Alvarado street, but we can, and should expand this area so that more of downtown has the same pedestrian, main street feel that Alvarado does. Additionally, we should consider pedestrianizing several streets downtown. While this would be initially disruptive to traffic patterns, it would encourage more walking and retail opportunities as well as opening up more space for outdoor dining and socializing.

Please build more housing! We are desperate for more housing!

A mixed-use, walkable community that promotes affordable family housing with easy access to public transportation and to commercial and public services while protecting the neighborhood's aesthetic and historical resources.

Because of the historical resources downtown, please only allow one-story buildings. Taller buildings will detract from these historic resources. Also, parking is already at a premium on Alvarado Street. I don't believe that the parking garages have adequate parking to accomodate much new housing - and parking that is not adjacent to housing is inconvenient for residents.

Downtown is an exciting area with a lot to offer as far as restaurants, entertainment, and access to public transportation. Traffic does get backed up getting into town and ways to alleviate this should be looked at.

I am concerned about flooding and the tsunami zones for construction in this zone

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

close alvarado to cars - foot traffic only. increase sports center hours.

Maximum of 4 stories.

Parking is always a problem that needs to be addressed in downtown Monterey. This area is already walkable with many desirable amenities.

I have pretty much the same thoughts about downtown as I do Lighthouse. Let's maximize density, prioritize affordable units, and mixed-use buildings. Some parts of downtown are characterized by smaller buildings, so smaller multi-family buildings and ADUs behind existing buildings may be the best option on those blocks.

I'd love to see live-work apartments in downtown that are conducive to the needs of artist, musicians, and craftspeople. Most creative professional I know in town are renting an apartment and a separate studio space. Redeveloped warehouse and commercial buildings provide an opportunity for this kind of creative workspace housing.

I don't want to see high-end luxury housing developments in Monterey. Pacific Grove and Carmel already provide that. We need places working people can live full-time.

More apartments above businesses. Very low income housing is the important thing.

This is a great neighborhood with very minimal mixed use currently, and maintaining that character might be good. A few more businesses could also be okay - this neighborhood is quieter businesses (doctor's offices, salons, etc.) and I think it would change the character to add many more.

More density housing in this neighborhood would be great, and there is probably only minimal need for additional parking. I thought that this neighborhood was within the area that Monterey anticipated may flood in the next 30+ years but I'm sure planners are looking into that responsibly...

More housing more housing. That does not mean more single family homes on small lots, there are more than enough of those in America, and they are the problem. Meanwhile, you need to make the whole area more bike friendly and e-bike friendly. Consider this when building, that there are spaces to safely store these. Consider this on the roads, allow people to use e-assist bikes to get around! Make it safe for bikers, of both kinds! Both are equally vulnerable to being killed by automobiles.

Water needed! A mix of housing and shops, possible a plaza. Trees would be nice.

No new development north of Del Monte. No removal of any of the small amounts of greenspace. More infill near public transit is the ideal situation. I like the idea of building on top of existing parking lots and adding underground parking at those sites.

would love to see if there's a way to convert all the homes that have been turned into dr. offices and other business back into housing and move offices up to Ryan ranch.

The area should maintain the mixture of shops, restaurants, gathering places, and residential areas. More residential areas are needed AND there needs to be something that keeps people from buying new homes up as investment properties and/or 2nd/3rd/4th homes. Parking should be built in as part of the property for residents of the property.

Encouraging reduced reliance on cars is important. Workforce housing where downtown employees can walk to work will help. Neighborhood has grocery store and pharmacy, which is good. Monterey needs more senior housing, please consider creating more low income senior housing downtown, where a car is not needed for those who no longer drive.

Keep as tourist and business area

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This area should have a mix of housing and shops, with a plaza for socializing and listening to live music. Housing should be six stories.

Add more apartments but also make sure there is parking for the tenants.

Downtown corridor offers food, transit, other supports for housing. Middlebury College should be asked to contribute \$3/square a foot to housing development since their students take up housing for families and they currently do not contribute to the solution. Same for Presidio installations. Congressman Panetta can tack impact fees on a DoD authorization bill. It is not fair that our families cannot afford to housing while military personnel receive subsidies to live in housing stock.

Raise height limits. We already have high towers in this area. Build multi-family buildings from Pacific Street to Lake El Estero. Concentrate them along Taylor Street.

There's a lot of amenities in this area - shopping, parks, the sports center, etc. Adding affordable housing would augment the already dynamic neighborhood.

Ultimately a grocery in addition to Trader Joe's.

Too congested already. Too much traffic

This area should be a mix of housing and shops. Custom House Plaza should be enhanced with outdoor dining opportunities and live music. Street trees should be carefully maintained and continue to be lit with Edison lights. Add some additional parking on the edges of the downtown area, that is still walkable to Alvarado and into Custom House Plaza and the Wharf.

Venice of Monterey. Local residential built to accommodate 100 years of sea level rise. Streets yield to canals. Del Monte Ave elevated to buffer storms and accommodate traffic, utilities, and recreation trail continuity. Del Monte bridge at El Estero. Housing engineered to accommodate sea level rise. No on-site parking, no eligibility for residential parking permits in future development. Overnight and weekend parking at remote locations, eg. MPC, existing city facilities, entrepreneurial parking venues. Water vessel parking to be designed on appropriate timescale.

Opening El Estero to small craft access will appeal to developers. Tiny home/bungalow development around El Estero high ground can create significant unit #'s. Runoff capture structures can provide water for flushing toilets and laundry.

This region seems to be already built out but might utilize with more housing above buildings with street level storefronts. However, parking must be considered as this area is already congested. Additionally, new (and existing) residential housing needs to be aware that the area thrives on activity such as music and special events.

The downtown area needs to have the streets analyzed for, parking, safe intersections, pedestrian and bike walkways and trees.

This area is quite nice as it is, but another park would be nice for people to bring their dogs and families to sit and enjoy the sun and fresh air. The only good park in the neighborhood is Friendly Plaza.

smaller dwelling units would be helpful for those working in the downtown area

Please use the downtown area as well as area 3 to build housing for seniors so they are in a walkable area for groceries, doctors, etc. Of course any housing in this area should keep historical buildings and not distract from them. Also please build housing that is affordable to middle class seniors. Rents are getting out of range for those on fixed incomes and not just for lower income seniors. Thank you.



**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

include additional parking

Parking will be an issue for any residential unit in this area.

Avoid over development of housing downtown to retain its charm and avoid traffic congestion. However limited additional housing would be OK.

It makes sense to have dense development and redevelopment downtown.

We'll need parking for residents and space for businesses on the first floor. The city needs to work with the local business associations and come up with a streamline and business friendly process for new small businesses to open. The majority of small businesses in town feel that the city is not business friendly and make the process for opening businesses here in Monterey extremely difficult. We also need to make sure that the developments match the beauty of the area and don't just choose the cheapest looking design. The aesthetics of the buildings need to match the area.

Block off Alvarado Street and make it a walking downtown.  
Have parking off Calle Principale, Tyler and Washington Street  
Possibly trolleys in town

Build residences above the shops on Alvarado and Calle Principale

Old Town Monterey (Pacific to High Streets/Madison to Scott) is a mess of unregulated (w/r style) apartments and ADUs.

It seems like more than 75% of the houses in Old Town are multiple dwellings.

It's a mess!

Tear down the Marriott hotel!!! It is an eye sore and does not fit in with the rest of the city. How this building was ever allowed is beyond me.

Improvements in things to do, like cafes, shops, and hang out spots. Keeping 'oldtown, small town' vibe. Parking as well will be a big thing due to there being a lot of traffic already.

This area should have residential housing, but there is no way this will be affordable at this location, so I believe this will only draw more of the wealthy from outside the peninsula. We need teachers and other workers to be able to live here.

Already to densely populated with parking issues.

Downtown is too dangerous. I would not feel safe living there.

townhouses in the downtown area to bring more customers and guests to our quiet downtown. Hopefully this will spur on the redevelopment of restaurants and evening entertainment.

Increase walkability, with wider sidewalks and safer walk crossings. Consider closing Alvarado Street to through-traffic. Allow redevelopment of commercial structures into housing and conversion from retail to housing opportunities.

Manage tourist & Trader Joes areas better - there is a high risk to pedestrians & other vehicles as they transit by bus station & Alvarado St

Have Marriott clean up property: valet parks cars on sidewalks (Calle Principal), plants overhang sidewalk (Del Monte), sights & smells are sickening (Franklin)

**Downtown Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

I believe this area would benefit the most from apartments. It would revitalize the desire for more restaurants, night life and boutiques on Alvarado St. as the residents in this area would be within walking distance to those businesses.

Please consider only accepting designs that stay true to Monterey architecture and not big-box design like the Marriott. I believe one of the biggest focuses of added housing should be to retain the charm of our city.

Downtown already has a mix of housing and shops, which is as it should be - high density development reduces climate impacts. It is difficult to convert existing underutilized buildings into affordable housing but this is Buy Now, Save Later - residents in downtown can revitalize shops there, increase the sales tax base and provide stability during tourist off-season. Plan transpo infrastructure for the new residents. Consider extending the free trolley (make it electric, not biodiesel) to downtown for the year instead of sitting in a garage. Downtown is aging. Statuary is dated. Buy now, save later Monterey - you have a lot of potential as a destination for more affluent remote workers to live and tourists to visit, but you need to up your game. Have a downtown improvement district to modernize with the objective of showing off Monterey as a sustainable, climate mitigating city. Maintain the public gardens, plant with native demonstration gardens instead of Home Depot plants, invest in updating the history walk and museums. Add walk/bike/public transportation infrastructure to make a self contained city celebrating the ocean and outdoor living. Yes it costs money but investment makes money in the long term.

I have seen the projected sea level rise maps (and I 'm skeptical about the severity/time line). If we are going to believe that sea level rise is going to be as rapid and sever as projected, what are we to do? This is a pivotal issue for housing among many other issues. I believe that a 100 year plan should include holding the line - which means whatever it takes to keep Del Monte Avenue where it is (perhaps on elevated land). With that preface, Downtown is more viable for residential development than parts of the City that are north of the tunnel. Downtown is a walkable area with easy access to shopping and Cannery Row/Lighthouse on foot or bike. Parking is a big challenge in this district especially for residents with cars. The Customhouse garages are almost 50 years old and are in need of replacement and enlargement and that provide an opportunity for housing to be integrated into them as well as a pedestrian bridge across Lighthouse/Del Monte.

Development should avoid the environmental hazard areas.

## PACIFIC/MUNRAS/CASS AREA

### **Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

A mix of housing types would be best in this area. It is still easy to walk to downtown and to transit and thus should be a focal area for additional units. Additional planning for traffic flow or moderation is needed given the congestion on Cass St.

Apartments above Commercial existing buildings on Cass Street.

Installation of commuter bike paths.

I just want to have the ability to own property near where I work one day. I worked really hard as a Marine and in graduate school after that, and am now an extremely rare case having been hired back to be a Korean language assistant professor at DLI as a civilian after being a DLI student myself around 10 years ago. And yet I have no hope of ever owning property in the area with a pay of about \$83,000 a year. DLI Faculty are highly skilled, highly educated, extremely hard working professionals who do critically important work for this country and yet we by and large have to rent simply due to the location of the Presidio. And property managers can gouge as much rent as they want because they can rely on the federal government to increase our locality pay just enough to keep pace.

Some minor potential for more mixed use, but will not make a dent in 3,654 units!

Convert some office space to low and very low affordable rental units

Needs plaza, shops, public park

Will be a climate change/sea level rise impact area. Best to focus on on developing barriers to protect against the ocean.

Plaza, shops and park

Housing 2 stories or less

I'd like to see improvements to Don Dahvee Park. It seems under utilized.

I think this area would benefit from more public transit and increased walkability

This is an area where I would like to see more high density house put in. There are already quite a few high density developments nearby on Glenwood Circle and additional larger developments would fit right in. Plus access to Don Dahvee Park would be quite nice for folks living in apartments that do not have yards.

Converting under-utilized or vacant properties to housing is a great idea. Easy access to downtown on foot or by bike; transit available on Fremont and Munras.

Rental costs need to be controlled for people who are not wealthy. Instead of capping the total amount ... cap rent based on the amount per square foot, something like \$2-3/square foot of living space. A basic one bedroom - like 9 x 10 ft, full kitchen + a ¾ bath unit but with a full bedroom smaller, start docking the costs? The basic bathroom would be ¾ shower, toilet NOT in the shower, sink. Kitchen = full size oven/stove, full size fridge, sink. If the unit has 2 stove top burners instead of a full oven + stove or a tiny refrigerator, decrease the price based on the missing amenities.

Something like a dishwasher could be a luxury charge like \$5 extra per month for basic kitchen. Granite counter tops? Bathtub? Small amounts like \$5 per “luxury” item that make the unit more than just the basic one bedroom one bath.

Additionally, rent increases should be based on actual improvements in a property, not just because a landlord can increase rent. Landlord remodels a kitchen, cool then CA's 10% increase can be applied to the property – but with a cap of so many years.

As someone who has lived in the same unit for 8 years, my landlady suddenly started increasing rent by the full

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

California determined 10% - BUT this unit has NOT HAD ANY improvements. My income does not increase 10% a year so balancing the cost of living because of this is stressful. Not to mention frustrating because nothing has been improved.

This area is relatively quiet and not as busy as other parts of Monterey. This is ideal for more housing and family housing.

I think there is an opportunity to update the gestalt one gets when driving by the various hotels/motels on Cass, Abrego, and Munras- to provide a feel of a community. Because it is centrally located between downtown and the mall, this could be a key area from individuals and families that have limited transportation options and could allow for more walking and biking. I think it is a good location for professional offices and encourage that those options stay in the mix.

Primary use as it is currently should be maintained.

more, better pedestrian and bicycle infrastructure

Moving this area towards a more residential area is desirable as the current mix of primarily medical businesses and housing seems a difficult mix with higher traffic volumes with little continuity of housing that would foster more socialization.

I think because of the lower hazard risks and more “space” all types of dwellings should be considered. Again, affordable is key. There could be a mix depending on area but I think the need for more mansions isn’t necessary...or single family homes that cost millions. Affordable, affordable, affordable! Let’s make Monterey and example to follow.

Convert medical offices and stand alone SFH to higher density condos or apartments. Add generous amounts of landscaping and trees. Make curb appeal a priority.

I would like to see the north end of this district, closer to downtown, to add more dense housing such as apartments and duplexes. But the southern area does not have the commercial base or population to support much housing growth.

Yes to housing but not like what happened on Lighthouse. Let’s keep the profile of the housing low and mixed and attractive to the Munras street users. This area is perfect for people to live in and work in Monterey and don’t have a car. They can catch a bus or bike and walk to work.

I think this area would accommodate more low-rise and townhouse apartment complexes. This would allow biking and walking to shop for many and avoid more cars downtown. I think we could also improve bike lanes around town that connect to this area. We need to think about a “get-around-town” plan that decreases cars getting close to the shopping areas. The change for more bike and foot traffic won’t happen unless we build in into the plan. Have we thought about the Blue Zone approach to city planning like Salinas has done?

I consider this downtown. See comments there.

Many Residential Streets are used as short-cuts from Pacific to Munras. Some should be blocked off to maintain the quality of life For the residents. Particularly dangerous is the cut-through on Alameda Street. Don Dahvee, Cass, Alameda and Munras all converge at the Peters Gate sign and many accidents are just barely avoided. Blocking off Alameda at the Peters Gate sign at Munras will make that 4 street convergence much safer.

This is a great area for multi story condos and town houses. There are way too many ugly concrete doctor office type buildings in this area. This area has the potential to be a really “hip” area due to the location, access to public transportation, and bike routes. Not to mention the View! I imagine multi level condos /apartments with underground parking and bike storage, with plazas and cafes. For example demolish 966 Cass street as it is very ugly, and seems creepy when I have to go in there. Please look at downtown Santa Barbara near the courthouse for

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

inspiration. Maybe any historic cottages that aren't already too screwed up could be cafes or shops? This would be an ideal location for teachers and City workers. I tried to find something to rent or buy in this area when I moved here in the early 2000s, but there wasn't anything. It's sunny and you can walk everywhere. The doctors were in the cute old houses. This area is under utilized and has so much potential!

I think that single family homes would be the only reasonable housing development for this area. Since there's already a decent amount of offices here, it would be difficult to develop apartments/condominiums without there needing to be a large amount additional parking spaces needed.

This area could, on a limited basis have more housing developed. But , very limited as this is already a pretty densely built up area.

Please! Keep in mind that the majority of the new development of homes should be along the areas of Garden Road, Ryan Ranch and Fort Ord. The potential to create beautiful, desirable and well planned out neighborhoods with nature in mind is really the solution to the housing problem in Monterey and would fulfill the State's requirements.

I would like to see midrise apartments in this area with adequate parking available. Another stoplight to give access to the greenbelt with path development would be an asset. I want this area to be affordable to hospitality workers and those living on Social Security.

Replace single-purpose commercial spaces with mixed-use commercial/residential buildings. Convert or replace underutilized office buildings for more housing. Build more affordable single-family homes and duplexes/multiplexes.

Multi-story apts. on top of businesses, near the highway so tenants do not have to drive into town and add to traffic. Can walk to Del Monte Shopping center for necessities.

Higher density and many affordable units for Monterey area employees, especially low income. An example in the Hayward area would be relevant to explore. It has been so successful for low income that there is an expansion to include families.

Any new housing should be accompanied by green space, public park areas for families, adults & children.

Place a far greater emphasis on cleanliness and affordability.

Would need some better park space up here if denser housing is developed (which it should be), this is a great area with easy access to downtown and walk-able grocery stores. Luckily the north side of munras is perfect.

Increase density close to downtown with apartments and townhouses/multiplexes. Use ADU and single family homes further away to increase density

it is already such a dense area so if apartments are to be added they would need extra parking. Landscaping is always visually nice when adding housing. There are some very cute old homes in the area so building to match the cuteness of the existing brick homes and buildings would be nice. I would not want to see any high rises or big apartment buildings. Monterey is an adorable town so any new housing would need to be done tastefully so that Monterey does not look like any town USA. Converting some of the lesser occupied buildings and turning them into living spaces could be very attractive.

Mix of housing and shops.

We need more low income housing for those who work in the area as well as go to school

I want the folks who work in the area to be able to live in the area.



**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Maintain and grow recreation areas and family access, bike paths, add playground

This area to me should be primarily for commercial use such as medical services. Monterey residents should not have to all go to Ryan Ranch for this.

Enough is enough along this street area.

This area needs to be kept for medical offices.

This area is nicely developed so I envision only a few low rise apts/condos.

Wondering why the green belt along Munras, west of Del Monte Center, is not included in potential development. Again, one could walk to Whole Foods, Trader Jose's, even Elroy's. Keep green areas for residents to enjoy and gather-x VERY important.

Where would you add it. Lots are built on already

+ widened sidewalks and bike lanes to encourage more foot traffic.

Where possible, adding higher density housing in this area, without going beyond 2 or 3 stories could help increase available housing while maintaining the quaint residential feel of much of this zone

This area has some extremely expensive homes and hotels. For the folks that paid close to a million dollars or more to buy a home there, it's not reasonable to try and force "affordable" housing nearby. Also, if you could get rid of the panhandlers at the Jack in the Box entrance, that would be a big improvement.

As this is primarily a residential area of single family homes, it should stay that way.

I struggle to understand the city planning that went into this pocket of Monterey. It's random small houses that have been converted into medical offices? Why - when we so greatly need housing? I'm always confused when I'm over here. It seems very under-utilized and like it should have a better mix of high-density residential, small SFHs, restaurants and businesses with protected bike lanes to connect to Del Monte big shops. The mom-and-pop medical offices should be in proper high-density commercial spaces throughout downtown and this area. The neighboring Iris Greenbelt is a beautiful but very underutilized green space because there aren't people who live near it... just dated motels and the mall. The area is disjointed, and it can serve as a beautiful example of "flow" with more housing, and more pedestrian and cyclist-friendly paths, from downtown to Del Monte.

The land area given to the city of Marina and Seaside is larger than San Francisco! An area that is mostly fenced in to protect the assets of wealthy investors with outdated practices of suburban mess! Building endless could d sacs that you get lost in and scared at the eerie silence of people distanced from everything, will only exacerbate the housing crisis for reasons I've said already! Nobody needs or wants that! You can make tight-knit pedestrian filled communities by grouping perhaps a city block into a micro region with vehicular movement only on the outside and shops, restaurants, boutiques etc on the inner area. Again build upwards not outward!

Will need more parking if housing is built

I live in this area, and as I walk, it seems like there is plenty of potential for infill, using a variety of structures. I do not think we need more single family homes in Monterey! I think we need to see how many ADUs we can build on land around existing single family dwellings in this area.

I think we need more staff that can come out to homeowners and work with them to figure out the best ADU configuration for the property. For too long any process for altering or building has been too long, too complicated, and UNDER staffed. If you wish to get to compliance, you will need to help residents, property owners--non-residential--get on board.

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Easy access to Whole Foods, Del Monte Shopping center and near downtown make this a wonderful area for additional housing, complete with nice trees and sidewalks.

Improve all aspects of Active Transportation infrastructure, creating more protected and connected bike lane networks.

Y'all are gonna need to actually fix and maintain Cass Street then. It's full of potholes now, I can't imagine increased traffic on this tiny street..... parking is already a madhouse during business house. These homes will require dedicated parking on site.

This area would be a good place for more housing because its close to downtown but not right in it so it doesnt make traffic worse or parking worse the only thing is add buisnesses in this area to make it more a distinguished neighborhood if that makes sense

Tier 1 only

Neighborhood restaurants/coffee shops/stores.....not all just clustered downtown. Increased bikeability on Pacific.

It would be great to see more mixed-use properties with commercial units on the street level and several levels of residential above. Please preserve our historic adobes.

It would be a mistake to replace TOT areas with housing which would require an election amendment, I would vote no.

Retail, offices, etc is where I focus

Move these medical office uses out of the downtown perimeter and out to Ryan Ranch.

Beautiful streets, more housing would increase customers for local business. Include parking in any plan. BTW, the median at Soledad and Munras really needs landscaping attention-some new plant material, chips?

The Middlebury dorm is a health and safety hazard. Trash is picked up 3 times/night and weekly mid-night street cleaning create significant noise pollution for students. Streetlights and building lights are kept on and are not blocked out by the thin, sheer blinds provided by the school create uncomfortable light pollution for students. Students often jaywalk on a busy two-way street, bike in the wrong direction to/from the dorm, and edge past Wild Plum customers. The building itself is not adequately built with thin walls, cheap paint that flakes, pillars in the middle of the room, insufficient soundproofing in common areas, sensitive motion lights with under-door light leakage, stairwell doors that shake the rooms near landings, and more. The kitchen areas don't even have handsoap! The division of bathrooms don't adjust for the predominantly female occupant / student body gender imbalance so there's often a wait or more of a mess. Middlebury is interested in a second dorm and I am extremely opposed.

Although there seems to be good opportunities for housing in the Pacific/Munras/Cass area, adding additional housing units, especially if co-located with commercial or office space, would require close attention to traffic considerations. This area is already very traffic-dense and quite challenging to travel in and around!

Question 2 above asks for very general opinions about types of housing that I can't provide without details and specific locations. Munras approaching Alvarado has a very different quality than the far end of Pacific. I might support townhomes in one place and mid-rise apartments in another, but I wouldn't support them everywhere within the "opportunity area." I'm reluctant to say yes or no to question 1 because it depends.

I will oppose any development if traffic problems aren't addressed. We have agencies that regulate development based on water availability, but nobody seems to care about gridlock. The people who profit from the development are not the people who can't get through town between 4 and 6 every afternoon. Improve the traffic flow and

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

create practical transportation alternatives BEFORE packing in more people. Failing to provide adequate parking in order to force people out of their cars is not a strategy I support.

No vision. It's currently a mishmash of offices many in what look to have been apartments or homes in the past along with a small number of homes. Add some smaller low rise or town homes and then figure out how to create a pleasant walking route to downtown so residents would support businesses there.

More generally I think any new housing in areas near downtown only should be done if it creates walkable access to support a more vibrant downtown area year-round. Existing parking (eg at Trader Joe's or along Alvarado, Calle Principale) is already stressed.

I'd like to see Munras become more pedestrian-friendly. I understand that it is an important artery but it effectively acts like a freeway, dividing the proposed development area from the Del Monte Center and open spaces on the other side.

this area is already impacted by traffic and parking problems - particularly the North part (Munras/Abrego, Webster, Major Sherman, El Dorado). Additional housing, particularly multi-family units would make these problems worse. Also, please do not put multi-family units in single-family residential areas !!!!!!!

Good walking distance to downtown, should be developed for low to middle income apartments in smaller buildings. Again, organize parking so that it is less dominant and consolidate needed areas for multiple addresses to use same parking area.

Mix of housing and professional offices

This area is very convenient for students, faculty and staff of schools such as the Middlebury Institute of International Studies. More affordable small, medium housing apartments and condominiums should be built here as the area is within walking distance to schools, restaurants and shops. It would also be convenient to have a park or plaza here for socializing and other community events. Thank you!

Areas adjacent to Munras which has good ingress and egress due to wide streets and freeway access might be good for multifamily residential. Preservation of the green belt seems important.

Cass Street is already very impacted by small roadways. Maintaining the availability of and access to medical services that exist there seems important.

Providing traffic and safety issues can be resolved, single family on smaller lots or four plexes might be appropriate for the areas along Pacific street

Cass street is an area that has many medical offices and it is an area that is already impacted by tight streets with limited parking and real challenges for people driving in to visit or do business. Probably not a good idea to place new housing there.

Provided traffic and safety can be mitigated I could see homes on smaller lots and triplexes and fourplexes and lowrise apartments in areas along or adjacent to Munras. This area has a wide street with freeway on and off ramps for ingress and egress. On site parking seems very important. Maintaining the forested scenic areas seems important

Current single family residential areas might benefit from ADUs

I'd love to see more housing in this area, and also some rezoning (for example, you have 787 Munras listed as commercial, but it is a dormitory for MIIS). While I'd love to see more affordable apartments built, I also think this area has a lot of prime space for school sponsored housing (e.g., apartment complexes owned by schools, rented to students). Students make up a large portion of the Monterey community, and there is not enough

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affordable housing. This area is a prime location near multiple campuses that would be great for residential development. At the same time, there would need to be restaurants, etc. left in place or added to support these new residences/members of the community.

I'd also like to see some incentives for building improvements put in place. For example, the Days Inn could use a bit of a face lift, but the surrounding buildings don't really inspire the need to actually do it because, while they look fine, they don't make the Days Inn look "bad" in comparison.

Something else I could see being useful would be more connections between the streets, like extending that street/path/whatever it is that gets halfway to Munras from Cass (toward the North of the area) and maybe putting in another one lower down to connect the two as well. This is a very walkable area, but sometimes the routes can be very indirect as a result of the street layout.

Ideally the residential character should be preserved - taller buildings should be placed closer to downtown.

Crosswalks, street trees, dog park, and some nice restaurants and shops.

Mixed use!

Having a park-like setting with areas to safely walk and use their bikes. The idea would be for people to walk or bike instead of driving around town. Students could live there. I see students using Pacific Street to bike to classes and fear for their safety. It would be good to have a bike path that's completely separate from any roads, yet open enough to prevent crime. Please hire a city planner/designer/developer who is known to be good at this.

This area already seems to have the infrastructure in place to support more housing but the new housing should be built to fit in with the existing character of the current buildings and neighborhood. Ideally parking should be on site, if possible, and the city will need to reevaluate how the increased traffic on Pacific St will impact the residents who already live on or near Pacific St. The stretch of Pacific, between Alameda and Via Arboles, already is concerning to me due to a significant uptick in the number of speeding vehicles that travel on Pacific St. daily; the city will need to address traffic calming measures on this stretch of Pacific St. if more housing is added to the downtown area and/or to the lower section of Pacific St.

In addition, with any new development, trees help to soften a harsh concrete landscape; preferably native trees and vegetation can be used to add a naturalistic element.

Allow more ADU's where feasible with existing homesites. There are a lot of hotels nearby this area and they're close to the mall, this area is less walkable due to the hill. But the greenbelt areas are great and it will be a nice place to live.

I would only support very limited housing units given the parking limitations and already congested traffic. A handful of apartments. I do not support trying to add over 3,000 new housing units in Monterey!

In general, my suggestions are similar to the first two areas. In all these areas, Monterey does not have a high-rise image. It can be tweaked but not so it would lose its current tourist drawing looks. Since it would be hard to add additional beds to hotels, examine combining motels with an added story; same number of beds/rooms but different configuration. Many motels in the city need to be upgraded from 1950s construction. Again, I suggest they maintain a hint of the Spanish influence that goes with the history and look of Monterey.

This combining would allow more housing opportunities as well as PLANNED local supporting businesses. This includes walking and bike opportunities. By the way, examine the electric bike differences and plan on seeing increasing use.

There is more space to build here. I would ask that if you allow building you require underground parking so that parking problems don't seep into the neighborhoods already there.

mix of housing and gardens [trees, walking paths, benches] woven between buildings and streets

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Mid-rise apartments and condominiums would be appropriate in the northernmost part of this district, while the other selected housing types may be most appropriate in points south along Cass Street and Pacific Street. The opportunity sites in the north part of this district should be prioritized for redevelopment, as they are closest to downtown and existing transit, recreation, and commercial amenities.

This neighborhood has good access to Munras street but very narrow residential streets. Anything more than duplexes would lead to an excessive amount of cars parked on these narrow streets and make them very difficult to navigate safely

Increase the number of town homes and decrease the number of hotel locations

Yes and no. parking remains an issue as well as the homeless population across the street

live music more

Under utilized space appears to exist here. Easy access to traffic arterials.

This area is well situated for higher density residential with mixed retail/commercial uses. Housing located in this area will have much better walking/biking/transit access to nearby attractions, jobs, and services. Housing built in other areas such as Ryan Ranch will be auto-dependent, causing much more congestion per new housing unit built.

This area already pretty good for biking walking though some improvements would be needed if more housing added such as blocking some residential street crossings to discourage traffic from driving through. Dwelling should have few parking allotments per unit to encourage walking/biking/car sharing. Also need good parking enforcement. The city should advertise these neighborhoods as for local workers willing to walk/bike and therefore as challenging for parking accommodations.

Specifically related to the area on Perry Lane behind the car wash (there's an empty lot), this area has a lot of housing potential and should be recognized as such. Commercial zoning here seems a missed opportunity to solve some of the housing challenges.

Affordable family housing

If new homes are built in this area, they should be dog friendly and have a small, fenced yard. Finding a rental in Monterey that allows dogs and has a yard is extremely difficult.

A COMBINATION OF RESIDENTIAL AND BUSINESS DISTRICT WITH MAX. 20 PERCENT FOR LOW INCOME HOUSING. IT HAS A LOT OF POTENTIAL ALONG THE MUNRAS CORREDOR BETWEEN THE DEL MONTE SHOPPING CENTER AND EL DORADO.

Another great possibility to house people who work in the area - so many office personnel and hospitality workers could fill this location. Getting people to live near work will have a positive impact on the environment and by reducing pollution and traffic jams.

this neighborhood is very business like so i think families would need to be quiet also the pricing would be high. Smaller housing for sinlge persons or people that work close by and travel staff.

This is another area with limited parking. Also, when you create more apartments and those types of housing, it limits larger families from moving in, and people with pets.

There are some prime redevelopment parcels with willing owners. Casa at is a bit off the Main Street and can handle more density.



**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Open space. Parks. Only prefer development in this area that does not require cars and additional roads. Only add development to encourage walking.

Many building on Cass (pill hill) are no longer used for medical services and could be converted to higher capacity housing. It would be nice to keep the charm of the smaller buildings and houses off El Dorodo so ADUs or small single family homes may work better there. It would be a shame to lose the charm of the individual houses with larger condo/apartments. Those structures would be better closer to Fremont and the hotels.

Renovating existing building could quadruple the housing available. Keeping homes under 3 stories makes the neighborhood more homey. More bedrooms on smaller lots vs big buildings would suit the sloping area and be more neighborly. Parking lots that pay for themselves and have long term parking permits would provide areas. Many places have NO street parking. To do that, need a variety of ways to get around that are inexpensive and easy. The question of water seems more important than parking!

We have alot of younger people moving into the peninsula, I would like to see more pet friendly apartments with plenty of parking space.

Munras could potentially benefit from a bus/taxi/rideshare transit only lane. I would like to see better biking infrastructure either along Pacific or Munras (or adjacent park).

Secured Parking

Portions of this area are already heavily impacted by traffic due of the Del Monte center and numerous motels. Also many single family homes are rentals with lots of people in each house. Residential streets are narrow and parking on these streets is common due to lack of sufficient on-site parking. Don't make this worse by increasing density further!!

I see this area as being a transition from downtown to outskirts. So envision a little more high-density buildings (apts/condos) nearer to downtown and the townhomes, duplexes, low-rise apts on the outskirts.

This area is so close to downtown that it is a real shame that it goes dark in the evening. There is real potential for a walkaable/ bikeable city at all hours of the day.

Currently too many single family homes that are medical offices or similar when there are office parks vacant on 68/ Garden Rd.

This is my neighborhood. I've long been worried about the Munras corridor as many of the motels have slipped into decay and are poorly taken care of...borderline blight on some in-particular (like at the corner of Alameda and Munras- pretty disgusting actually). I'd assumed that they would have been higher targets for redevelopment. I think in general, all of the development in this area should be at a smaller scale than other more urban parts of the City because of the relationship between Peters Gate and the more heavily travelled corridors. I would encourage the redevelopment of both Munras and Cass if done thoughtfully and at an appropriate scale. I also wonder if at some point the shopping mall might be reimaged into a mixed use facility (think Santana Row in San Jose). There is tremendous potential to reimagine that site...with retail and parking already in place!

Build housing on city parking lot on Pacific (upper level).

Safe dedicated walking paths to downtown. Dedicated community space for gathering and gated park for kids to safely play.

Growing a community here is where I would want to be, being able to walk to gorcery stores and a bustling downtown is the dream. Give rise to mid-rise condominiums and utilize all this space.

More Apartments and a parking structure.

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Plenty of single family homes already, let's add all of the rest! It seems apartments is the more likely option here, which I think is great. Making sure some sort of easy to navigate bike path would definitely be helpful here, these roads can be tight and a bit scary.

Something I have forgot to mention for both Lighthouse and Downtown - PARKING NEEDS TO BE MADE AVAILABLE. The city makes WAY TOO MUCH money off of residents getting tickets while at work or at home, or the parking garages. Its just ridiculous and greedy.

Better ADA access and parking needed if more residents in this vicinity plus all the existing medical office uses in this area.

I believe there could be repurposing of office buildings to meet key affordable housing needs considering the impact of the COVID-19 pandemic and shift to remote work /co-working spaces, taking the form of mid-rise apartments. Where there are single family homes, I'd like see numerous ADUs as well as redevelopment into fourplexes that could accommodate families and groups of young people/roommates. In this way, the infill/density of this area could be increased and this would even help tourism in the sense that visitors staying in the nearby hotels/motels would get to see and interact with the amazing residents of this city.

This area again calls for density. It is close to businesses, downtown and services which is great. It makes sense to create small, affordable apartments or fourplexes, but not single family homes. ADU's should be encouraged for homes that already exist in these neighborhoods. As always, parking will be challenging if several more persons are added to each street, so parking passes for lots should be encouraged. Perhaps adding city owned bike rental/bike share stations would be wise to incorporate.

Mid rise would keep a small downtown feel and allow for new store fronts on the ground floor.

There are many medical professionals in this area which are convenient to residence instead of driving all the way to Ryan Ranch. If houses or duplexes are built, do not create taller than two stories. Three stories look terrible, block the sun, and once allowed, will slowly push all buildings up, which would be a mistake. Also, properties that have houses with character would be demolished and there should be architectural guidelines for various designs but not out of character of our lovely city.

Cass could develop mid-high rise. A lot of unused square footage there.

This doesn't feel like an "area" but more of a corridor between other areas. More pedestrian-friendly access would help a great deal.

low level build limited to one to two story hight.

Del Monte center is close so shops and restaurants not needed in. This area...

No new housing/development. There is not enough parking currently.

As stated in my response to building in the Downtown area, I believe that buildings should be consistent with other existing (as well as current code/area plans). We clearly should NOT build buildings that will damage the view of or light to other homes. Hence, in all areas except below Munras (Alvarado/Abrego) I would support a mixed-use 4 - 5 story building. In all other areas, my choice would be 'plex' units (2, 3 or 4) or 2 story buildings in accordance with other architecture in the area.

I like the idea of hopping on Pacific to Hwy 1. Yet parking on Cass street would be challenging. This is mostly businesses and does feel like a "residential" area.

A good area to develop low cost housing close to town. Don't lose the usually affordable hotels in that area - a Monterey secret option to the expensive ones around town.

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Would think greater, high-end commercial development of the area south of El Dorado St would transform the area from a slightly grotty hodge-podge confusing to tourists, to something that will raise property tax value and other tax income.

The City should not develop single family home neighborhoods with high density projects. The only development that should be allowed in single family home neighborhoods is single family homes and ADUs. We do not need a townhome/condo complex on a street with single family homes. This kind of development just destroys the character and aesthetics of a neighborhood no matter what the developer or government says.

This area has high potential for its ease-of-access. This is a great opportunity for first-time home-buyers if condos, townhouses, and maybe small single-family homes (on small lots) are built there. This area feels quiet and neighborhood-y, but it is easily walkable to both downtown and the mall, and it is close to the highway (easy access via both Munras and Fremont). Transitioning the upgradable buildings from 1 story to 2 stories would make a huge housing impact with minimal aesthetic impact. This neighborhood is a great untapped resource, and I would love to purchase a property there if I could.

Majority 100% affordable for CURRENT RESIDENTS & WORKERS IN THE CITY  
ESPECIALLY LOW INCOME & lower middle income

Protected bike line on Cass and South Munras Ave would be a great connection to Del Monte Shopping Center from downtown. More mixed use buildings.

Parking on lots not street

Traffic is already too busy and blocked here. Bike lanes won't solve the infrastructure challenges here.

Lower expenses by capping retirement benefits and address City spending with exorbitantly paid staff.

Is the fire dept being upgraded?

What about installing cameras for greater public safety. Way too many mentally ill and transients here and other parts of town too.

In addition to environment, proactively seek investors and new business' for new opportunities/places to go by so many-students/military/tourists included.

Special Survey team to look into old trees and maybe trimming old trees to avoid falling trees on houses and roads. Cutting down weak trees and replacing with new trees seedlings.

Could be a nicer area but not sure how well it'll bode with the school right there and new housing.. not many poor families could afford it

The mall could be so much more than it is, especially if we have better public transportation to more central downtown areas. Please preserve the neighborhood character of the Cass and Pacific areas.

Since this area is already dense, it won't hurt to add even more houses. On all these areas, traffic is a major concern. Already we have congestion on weekends and holidays.

New residential buildings should be mixed-use with stores and restaurants incorporated into the design. Dedicated bike lanes should be incorporated into city street planning. Utilize native plant landscaping. Install roundabout intersections rather than stop lights, and where not feasible incorporate international crosswalks where all vehicle traffic stops for pedestrians. Plan for a community less reliant on vehicle transportation and conveyance.

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

I advocate building multi storied buildings along Cass Street north of El Dorado Street to have a combination of first and second floor office space/ upper floor residential apartment space. Perhaps a 3 story height limit. Again, adequate parking must be provided for all uses, possibly below ground of below first floor. I think the unique character of upper Cass Street(with former single family homes of distinctive architecture serving as professional offices) should be preserved if possible. There seems to be a fair amount of land back from the street to allow for some well placed taller buildings and more density without impacting the view quality of the neighborhood.

MUST HAVE ENOUGH PARKING for tenants and customers

This is such a beautiful area of Monterey that I'm sure many residents would love to live in if housing was more accessible. Multi-family units would allow many people to live close to downtown while still enjoying a more residential setting.

Please build more housing! We are desperate for more housing!

A mixed-use, walkable community that promotes affordable family housing with easy access to public transportation and to commercial and public services

This could be a good area for added housing but please be cognizant of parking and traffic impacts to adjacent residences and businesses.

I'd like to see medical move back to this area and put housing out in Ryan Ranch. It is dangerous for older people to go all the way out to Ryan Ranch for medical services.

This is a pretty accessible area by car and a short distance to downtown. It would be good to keep the historical properties nicely separated and not squeezed between two apartment buildings (I forgot to mention this about the downtown area which is probably even a bigger concern)

needs better pedestrian infrastructure to get to the mall

I think this area will need more sidewalks. Right now some areas are more walkable than others. New housing will create a need for parking strategies since the businesses that are already there are jockeying for parking now.

I want to see multi-family housing prioritized in this area. This is walking distance to downtown businesses and MIIS, so we have an opportunity to provide housing where people work and go to school.

This is also a potential area for live-work studio housing.

ADA sidewalks should be added to this area where they don't currently exist.

More very low income housing, especially rental.

Monterey has more than enough hotels, it would be great to rezone some of these as high-density housing. This neighborhood currently would probably be somewhat boring to live in - it's clearly designed to be car-centric and is not great as a pedestrian. It would be a scary place to have a dog or cat get loose due to fast traffic and poor layout. Improvements of crosswalks, access, and general parking lot versus sidewalk layout could go a long way to making this a nicer neighborhood to live.

More housing. No more single family units. More safe bike access, both for traditional and e-assist bikes. Make it safe to bike and people will bike. Less cars on the road mean safer roads and less fossil fuels... it's not like Monterey get's buried in snow, it's the perfect place for bike life to flourish. And make it safe to bike out of town and to beaches north and south. If I had better/safer bike routes, I'd get rid of my car. I know I'm not the only one to sacrifice a bit of discomfort in the wet to help future generations flourish

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

water needed! May require widening of streets and one or two stoplights.

This seems to be an exclusive sort of area. Try to site new homes near public transit, the Del Monte shopping center, or nearer to downtown.

Ensure that parking is adequate for #1 for residents and #2 for visitors in this order.

Maintain a lot of mixed use area. Parking should be built into any new residential projects for residents. New housing should not be available to those looking for investment properties and/or 2nd/3rd/4th homes.

This area has many properties with good-sized lots suitable for ADUs, which are increasing in demand both by occupants and owners

Can we convert one of the motels to senior housing using existing water credits? What is their current occupancy rate? Can we encourage some of the motels to add a second floor to build in density? Walkability, especially crossing major roads, continues to be important, given that the Del Monte Shopping Center is a major attraction to residents. Can workforce or senior housing be added to the shopping center?

The Cass Street area is a major medical hub busy with appointments. Construction of new housing in this area would cause major disruption for medical offices/facilities/delivery of health care. Cass Street also is very narrow; exits from medical building parking lot flow onto Cass, creating traffic challenges. This street is not suited for additional development. Any development of housing should maintain the character of current neighborhoods.

Four stories in this area.

My vision for this area would be to see more housing and move all the doctors offices to Ryan Ranch area. Also consider building a new hospital in Ryan Ranch or on Del Rey Oak/Fort Ord borderline. CHOMP would make a wonderful retirement village.

Main concern is to maintain the low-rise horizon of Monterey - no in fill buildings to be higher than 2 maybe three stories. Second concern is for new residential buildings to be compatible with the historical look and feel of downtown Monterey. Try to hold on to the current mix of shops, wine bars, restaurants and services - avoiding attracting any larger chain stores. Recognize the current ability of old Monterey to be both a working town for local residents and an attractive location for visitors that support the infrastructure - important to maintain the balance.

There's so many medical offices over here. How about rezoning these areas to multiple dwelling areas. It's also easier to get to the highway from this area and away from sea level rise

This is a highly sought after area due to its proximity to downtown activities. This mixed use area seems to grow more and more into a business region instead of developing housing. Affordable homes with small lots and/or ADUs could benefit more of our senior population who would benefit from easy access to physicians, stores, and government buildings.

I'd like to see the single family homes being used as offices be turned back into homes and the large office buildings become apartments and condos. I feel that adding more housing to this area would benefit the businesses and restaurants downtown and help to keep the area lively and fun. As it stands, its sad seeing that area, which obviously was built as a residential neighborhood be returned to residents. With the closure of so many of the schools last year, offering more housing options for families who now are at Monte Vista, but cannot afford to live in that area would be beneficial as well, as many are commuting from other parts of town.

If a motel on Munras were to become available, a small number of townhomes could be built on the site. Otherwise, ADUs seem the best option for this area.



**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This has a good potential for housing. Lots of amenities are walkable here.

need more housing that is away from coastline, but close enough to downtown

Moderate housing development as it has good access to shops, transportation, leisure activities and coast. Major disadvantage is lack of parking.

Possibility of adding more housing at Del Monte Center as shopping malls are becoming less popular and more businesses may move out.

I like the idea of housing in this area because there are so many empty buildings that haven't rented in years. Parking would need to be included so that the residents do not use all the available parking that is needed for businesses. I don't know if it is possible but as much green space as possible in this area so create areas with picnic tables and trees to enhance the beauty si it is not just buildings and cars.

This area is far enough from downtown and lighthouse to allow housing development without degrading the character of those areas. It also has room to accommodate increased traffic as long as parking is planned.

We'll need parking for residents and space for businesses on the first floor of the mid rise apartments and the townhomes. The city needs to work with the local business associations and come up with a streamline and business friendly process for new small businesses to open. The majority of small businesses in town feel that the city is not business friendly and make the process for opening businesses here in Monterey extremely difficult. We also need to make sure that the developments match the beauty of the area and don't just choose the cheapest looking design. The aesthetics of the buildings need to match the area.

What are all the transients going to do when you develop this area?

Live downtown? Oh wait, they already do.

This is a mixed use area now with single family to elder care housing & commercial, dominated by health care. As long a new housing is required to have off street parking I think new housing is appropriate.

As more medical offices go to Ryan Ranch and alternative locations, Cass will need to be reimaged. A mix of townhouses and more senior living in this area would be beneficial.

Improve the streetscape around Cass Street to allow for wider sidewalks, including street trees and an attractive neighborhood appearance. Allow redevelopment of commercial properties into housing.

Parking is an issue all over the peninsula. This must be kept into consideration.

Maintain the overall status quo, which makes this area (Monte Regio) such a desirable place to live, recreate, and an overall safe and quiet area to enjoy life. In light of the recent storms, allowing for removal of old and weakened Monterey pines near residences would provide an additional level of safety to residents.

Clean up trees - they overhang on sidewalks so pedestrians must walk on street to avoid getting hit in head by branches

Underutilized & 'hidden' gem areas - get creative & stop running the City like you're in 1980

This area is feels very residential in spite of the office buildings. This seems like a perfect area of town to focus on adding residential space &/or converting some professional buildings into residential.

The last thing Monterey needs are more office spaces considering how many seem vacant now and the fact that more and more professionals are working remotely.

**Pacific/Munras/Cass Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

I'm surprised that this area is under consideration. Much if not all of the currently open parcels are dedicated parkland and can't be developed. But what about the Old Capitol sight? That isn't in this district, but isn't it developable?

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## DEL MONTE AREA

### **Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

There is potential for housing in these commercial areas. I do not recommend building on the dune in the northeast corner of this region, it is unstable sand and is not a wise choice with very little land to develop.

This area is already overcrowded with single family homes on small lots and with low rise apartments and condominiums. There may be the possibility of replacing some old and worn down single family homes with low rise apartments within the density limits that already exist.

I just want to have the ability to own property near where I work one day. I worked really hard as a Marine and in graduate school after that, and am now an extremely rare case having been hired back to be a Korean language assistant professor at DLI as a civilian after being a DLI student myself around 10 years ago. And yet I have no hope of ever owning property in the area with a pay of about \$83,000 a year. DLI Faculty are highly skilled, highly educated, extremely hard working professionals who do critically important work for this country and yet we by and large have to rent simply due to the location of the Presidio. And property managers can gouge as much rent as they want because they can rely on the federal government to increase our locality pay just enough to keep pace.

housing with plaza and ball fields and pickleball courts and bocce ball courts

Del Monte Ave is a main commercial and traffic artery. Any new development should be carefully considered NOT to interfere with its traffic concerns!

Climate impact area. Need to harden the coastline to protect from sea level rise.

There seem to be a number of unhoused folks in this area any plans should address this.

I would like to see more high density housing in this area. The areas between Palo Verde Ave and Casa Verde Ave on both sides of Del Monte Ave provide a lot of opportunity for increased housing. They also have good access to the rec trail, which is a good selling point. My only concern would be how this might impact the flow of traffic through the area because Del Monte is a major thoroughfare.

IF environmental hazards aren't an issue -- and sea level rise/flooding may be more of a factor than this plan seems to believe it is -- I'd like to see higher-density housing, mostly rentals and some owner-occupied townhomes. This area has great access to the bike path and to transit; also ready access to Hwy. 1 for folks commuting longer distances.

Rental costs need to be controlled for people who are not wealthy. Instead of capping the total amount ... cap rent based on the amount per square foot, something like \$2-3/square foot of living space. A basic one bedroom - like 9 x 10 ft, full kitchen + a ¾ bath unit but with a full bedroom smaller, start docking the costs? The basic bathroom would be ¾ shower, toilet NOT in the shower, sink. Kitchen = full size oven/stove, full size fridge, sink. If the unit has 2 stove top burners instead of a full oven + stove or a tiny refrigerator, decrease the price based on the missing amenities.

Something like a dishwasher could be a luxury charge like \$5 extra per month for basic kitchen. Granite counter tops? Bathtub? Small amounts like \$5 per “luxury” item that make the unit more than just the basic one bedroom one bath.

Additionally, rent increases should be based on actual improvements in a property, not just because a landlord can increase rent. Landlord remodels a kitchen, cool then CA's 10% increase can be applied to the property – but with a cap of so many years.

As someone who has lived in the same unit for 8 years, my landlady suddenly started increasing rent by the full California determined 10% - BUT this unit has NOT HAD ANY improvements. My income does not increase 10% a year so balancing the cost of living because of this is stressful. Not to mention frustrating because nothing has been improved.

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Mix of housing while ensuring there are activities (like the parks there) are available and some local markets (like the deli shop) and other options for food (grocery stores, variety priced restaurants) and shops. I envision this being a great place for mid-priced town homes and codos in addition to apartments.

The existing scale of the area should be maintained nothing over 3 stories. Commercial should front on Del Monte.

I feel that this area should be used for businesses and not for residential

An elevated footbridge at English Ave & Del Monte Ave, rising over Del Monte Ave to the Monterey Bay Coastal Recreation Trail for safe pedestrian crossing. I would also like to see more free and subsidized housing and services for the unhoused population.

I live in this area currently in a somewhat affordable apartment complex but I earn over 100,000 (family of 3)...and the apartment is 2b/1b with no laundry. This is unacceptable. Although there already are many apartment complexes, we need even more and better built and kept. Rent seems to stay pretty stable which is a relief for lower earning families. It is impossible to find a 3 bedroom that is truly affordable. This area already looks more working class and we need to expand on that. More green areas/parks would be nice but thankfully we already have some nice areas. The problem is that apartments have incredibly thin walls which affects quality of life. Maybe single family townhomes that are medium sized and affordable would be a nice addition. The small backyard homes/tiny homes would be a great option for smaller families!

Add communal spaces to socialize, curb appeal and trees. Make the area prettier than current. Add businesses on ground floor if mixed use to draw in businesses.

I think that the south side of the street could sustain some more commercial development to support the surrounding industrial and residential base. But i would not want any more development around the coastal trail.

Again, with higher water tides coming it would be a poor choice to build housing here. Farther away from the bay and lake maybe. We might think thought of building a pedestrian bridge paralleling Del Monte Avenue for families, bikers and walkers. With higher tides along the bay that may be another way for folks to travel down this roadway.

Here, a pedestrian overpass could help people access the beach safely. More trees would be welcome. Could the city somehow incentivize business owners to plant trees on their lots? Perhaps by tearing out a 5 X 5 foot chunk of concrete on the lot, if requested to do so by the lot owner, and by also giving some sort of monetary incentive?

Housing would be too close to the bay and lake elestero where we know waters will rise. would not be worth the investment to build here. But there might be a pedestrian and bike bridge built that would serve bikes and walkers along this busy corridor. Great for families with kids on bikes and more useful when the water level rises.

Considering this gateway to town has high potential it should be maximized.

I would be concerned about making this too high density as it is a crossroads for people moving around the peninsula.

I'd love to see new affordable housing in this area but a strategic plan to manage parking in the neighborhood. A beautiful scenic tree lined streets and gardens would be lovely!

First of all I disagree with the way this map is drawn. The entire area from the highway to Del Monte should be included; as the HWY 1 is a physical and social natural division. This area has so much potential that has been squandered by the City and property owners. The location of the Del Monte School, now the Bay View Charter School brings a lot of traffic into this area from all over the County. If it was a neighborhood school, this would not be the case. Kids could walk. Very few kids walk to this school. I think the school property would be perfect for a nice condo/town home development. MPUSD should sell this. Such a perfect location and access to shopping,

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

public transport, bike route on the rec trail etc. Also the warehouses along DeLa Vina are perfect locations for housing development. There is a nice park ( Ferrante) behind the NPS that gets very little use. The current situation of mixed commercial and housing is not well supported and is very frustrating for residents. Trucking and commercial vehicles and housing do not mix well. There needs to be a transition zone, which there is not. I live in this area and the weather and the sun , along with recreation opportunities are phenomenal. But this area is not well designed for mixed use. I doubt there was any significant city planning going on when this area evolved into a mixed use area. I think this area would be a very desirable area for more high density housing. But this needs to be well planned, and not random crappy projects like the one that was proposed for Encina. Let's get the small time uninspired developers out of the equation and do some quality planning in this area? PLEASE!

I could see this area providing a lot of deferent residential development, with maybe a shopping center as a focal point. There could potentially a large increase in pedestrian traffic, so I could see improved crosswalks, and/or development to protect pedestrians.

I said yes to this neighborhood but it really should be a no. This neighborhood is already densely built out and is heavily impacted by traffic and parking. It's hard to imagine anyone living in this neighborhood thinking that more growth is good when there are so many other neighborhoods that are less crowded along with the potential growth along the Ryan Ranch, Fort Ord and Garden Road areas. However, the areas shown in black along Del Monte might be ok for limited apartment growth. But keep it simple and don't add a lot to the density. It's not fair to throw a lot of new growth into already crowded neighborhoods when there is so much space available elsewhere. In fact, many, many, many Monterey neighborhoods that could absorb more growth with minimal impact are not even listed in this survey!!!!!! That's very disappointing. And completely unfair. Why is that so???

Heavy traffic area. Something that will mitigate the noise and congestion.

I see 3 story apartment buildings with green areas between buildings as being an attractive idea. Other dwellings would make this a large, varied community in which to live.

Since Del Monte Ave. is a major arterial, the thought of adding more housing away from the street would be necessary.

Perhaps community plazas, small, would be a nice addition. Since Del Monte is seen as a "drive through" street, offering smaller shps and restaurants could transform the entire area.

Build high-density housing of all types. Apartment buildings, multiplexes, etc. Clean up the run-down neighborhoods to make them more inviting for families.

Yes, please offer more housing for military personnel that work at NPS/DLI, so they are not taking housing from locals. The military have plenty of space to make high rise apts on federal land and that's what should be pursued. Open all NPS gates at all times and lengthen the turn lane.

Crossing del monte is a nightmare as a pedestrian. Build a pedestrian bridge or two!! This would greatly improve coastal trail accessibility.

given the risks associated with sea level rise on the access road to this area, I would avoid further development.

We should be able to provide housing for the area

I want the folks who work in the area to be able to live in the area.

Area is being taken over by traffic and homeless. Need to strengthen walkable paths, green space, and safe biking

CLEAN-UP and enforce the appearances of properties and the traffic. Regulate signage and eliminate shoddy NEON!



**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Too much traffic already. No place to park. Keep shoreline free from building.

Roads are already congested in this area! Too much traffic!

There seems to be great potential for housing development. Parking could be a problem. Also substantial frequent reliable transportation is necessary though workers could use the rec trail to bike to work.

The run-down areas on the NON OCEAN side of Del Monte would benefit from medium rise developments. And this would provide more housing. But the OCEAN side of Del Monte should be TOTALLY opened up. They one time called it "window on the bay".

Obviously, kick out the businesses that don't contribute to ambiance. No cars, no tattoos, no schlock. Keep up the park area you've done a fabulous job with, now add outdoor miniature golf, cafes, small outdoor restaurants, charm! Let us enjoy another area looking at the ocean, sipping a tea or brew in a thatched hut or whatever. Come on, use your imagination, not some dictated decree that dates and deteriorates the area. You are too good to do that!

Opportunities for dog parks.

This area can only be improved with a little thoughtful development and design. Given its proximity to the beach, it could be very desirable location. Currently it's not much to look at and could transform into a smart district, with fewer restrictions than faced by other districts in town that are scenic or historic

This area is practically on the beach. First, it should be cleaned up and the homeless people need to be removed from this area. Get rid of the tents and garbage that people simply set up without any repercussions. Start by cleaning up what is there!

I support high-density housing here, but only if climate change doesn't turn this little piece into ocean. We definitely need to get rid of the "industrial light" auto shops that are complete eyesores in front of the Bay. I don't think that single-family homes should line this area of Monterey. I also don't agree with mid-rise homes that will further block bay views.

There may need to be a few more shops integrated into this area as housing is developed in it. Is there ADU possibilities in this area? I am not as familiar with it, but know there are some single family homes.

This could an interesting hip industrial/living space.

Improve all aspects of Active Transportation infrastructure, creating more protected and connected bike lane networks. Remove parking requirements.

Adding housing here with a mix of local business's would be good but make the housing affordable don't gentrify this neighborhood please

Mostly commercial, but needs housing

I'd like to see Monterey incorporate live-work spaces, similar to what Seaside is doing over in the west end area, down Contra Costa and Ortiz. Rental of business space in addition to rental of living space is out of reach for many small businesses, making Monterey unfriendly to those who wish to start, which many people have to have a second income now as rental and home prices have skyrocketed in the last few years.

This area needs some neighborhood stores/parks, and increased safe/pleasant walking and biking , and not just on the bike path.

I think you should encourage businesses to spruce up the facades of their buildings. Maybe they could all have a Spanish style look to them like businesses in Santa Barbara.

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Please increase housing density by building mixed-use properties which have commercial units on the street level and residential units above. DO NOT BUILD ON SAND DUNES where the recreation trail goes over the dunes. The dunes will shift back with sea level rise and it would not be prudent to build there.

Housing should be East of Park Avenue to stay out of the tsunami zone. Good location in the industrial area, but we will lose a lot of light industrial jobs, those jobs allow employees to afford housing, weigh numbers in decisions.

It would be great if there were some small restaurant, and coffee shops along the bike path here (like Dust Bowl, but more rustic, less commercial\_). This is a beautiful area that feels abandoned when walking or riding bikes. Smaller housing structures here would be a great help to the area, giving it more life and making locals feel safer.

I would like to see the trail rerouted to include the stop light (safety issue). This has been addressed without implementation. Parking and traffic are issues that need to be addressed.

Del Monte Ave is very congested now. I cannot imagine if higher density dwellings were created. Parking is an issue.

The type of housing that would be appropriate depends on what solutions are found to the already intolerable traffic passing through here every afternoon. More cars cannot be added to this artery.

Different sections of this area would likely be appropriate for different kinds of housing. Question 2 is too general for me to answer.

Traffic aside, this seems like a good place for housing. My only concern would be removing more businesses that do serve residents.

The Del Monte Corridor seems particularly well suited to replace "light industrial" uses with substantial residential stock.

I'm surprised that there aren't environmental hazards in this area, given its elevation. The location vis-a-vis recreation is good, but it could benefit from more pedestrian-friendly ways to access both the North Fremont and Downtown areas.

This is the gateway to Monterey. I'd like to see a few more tourist friendly business more like Dustbowl than the ugly rotor roter and auto shop buildings in this area. Maybe combined with a small number of townhomes or two story apartments/condos.

In the face of climate change, I ABSOLUTELY believe the city must adhere to planning (homes and businesses) based on the sea level rise map/study/report the city paid to have done 1-2 yrs ago and COMPLETELY AVOID any future development (housing and/or commercial/business) in high liquefaction, tsunami and 5-10-20 year flood zones (in other areas of the city high fire hazard must be given equal consideration). As it is, the city is going to take budget hits in the not too distant future because we will have to pay to buy property from current landowners as sea level rises to cover their loss--as well as LOSE the property taxes of those homes/businesses. Prudent planning to accommodate these facts are essential.

That being said as a general statement across the board, I do not support homes being built on the ocean side of Del Monte Ave (where Natale's Auto and open space east along the coastal trail near the Seaside border -- both listed as top tier choices). I do support single family homes in the DMBN on the currently open lots that have been awaiting water. Other than that, DMBN has a dense mix of a wide variety of single family homes (old and new), ADUs, multiple family homes, condominiums and apartments.

South of Del Monte I support mixed use -- apartments on top of current businesses and/or transforming vacant/abandoned structures into mixed use buildings and/or low-to-mid-rise apartments.

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

SUGGESTION: Other states I have lived in had a common, mandatory practice whereby the DEVELOPER MUST plan and pay for infrastructure (roads, bridges, sidewalks, etc) to accommodate vehicle/foot/other traffic increase and needs a result of the project/development.

This may be a good area for more housing since it is already zoned commercial and multi-family. Please do not allow multi-family units in R-1 areas !!

Utilize inactive areas for combination business/residential

Keep multi-family out of r-1 zoning.

We need to have space for multipurpose construction that allows businesses to exist

I would love to see more spaces for graduate students to be able to rent apartments or mother in law attachments that are nearby campus (which is in downtown monterey) and reasonable priced.

This would be my preferred location to live. However, keeping rent costs affordable would be the main concern. There seems to be parking available, but I would hope for designated tenant parking options so as not to compete with locals and visitors going to the beach.

Many parcels could be more efficiently utilized. However this is the only area within Monterey zoned for the heaviest commercial/industrial use -- I think that use should be preserved.

I would love to have a big bookstore here, ideally next to a cat cafe! Also -- more businesses that are open 24 hours or at least until midnight. It always feels like they "roll up the sidewalks" around here about 8 p.m., when I get off of work. A community garden could be a nice touch, as well. Finally -- these ADUs are terrible for renters -- please do not allow them, as much as possible!

Mixed use! More culture, less decay! More young people!

SOMETHING NEEDS TO BE DONE ABOUT THE TRAFFIC.

No building in any Hazard zone

On the west/north side of the neighborhood you have easy access to the ocean, this will be an attractive place to live. Easy to get to NPS, MPC, and downtown Monterey using trails.

This is a great area for transit oriented development. Traffic volume is so low at most times on Del Monte that it doesn't need two full lanes. It only gets backed up during peak commuting hours, but if you guys made one lane a dedicated bus lane then you could move a lot more people a lot more efficiently through this corridor. Then it would be easier to follow a Transit Oriented Development approach and build density near the stations for the BRT/dedicated bus line. If the line follows Del Monte all the way from Marina along the following route Del Monte > Hwy 1 > 2nd Ave > light fighter > jim moore > Monterey Rd > Del Monte > Transit Plaza > Light House > PG downtown with a dedicated bus lane you could move a huge amount of commuters on that line and justify building parking-lite new developments near stops on that route. For now dedicated the lane for whichever JAZZ line follows Del Monte would help a ton.

This area feels more commercial. Also, it's one of the main roads in/out of downtown Monterey and the peninsula. Any new project should consider traffic impact.

Limited low rise apartments in some areas as long as parking is addressed. I do not support trying to add over 3,000 houses in Monterey!

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This corridor sits with a lake at two ends. Each will influence the road and areas along Del Monte if there is sea water rise. The city will have to monitor but have plans roughly made to deal with any results. Most of the side areas are commercial and light industrial. These areas are not high focus but still important to any city. The residential areas may accommodate some ADUs but they are smaller lots. The city could look for grants to link traffic signals through Seaside to accommodate flow improvement.

Support housing on streets/neighborhood on underutilized lots off of Del Monte. Appreciate the open space and trees next to trail

I believe we need to keep this area free of growth. Any growth will block views to the ocean and Del Monte already backs up for an hour during rush hour. Why would you want to put more cars coming and going from there?

The business area of Del Monte is a harsh change from the neighborhoods. Create walking cross paths, greenspace along the sidewalks, mini-plazas for stopping along the way. Design added housing so that it feels good to walk from one area to the next, from business to residential to schools to houses, thru mini parks etc along the way

Prior to building housing along this corridor, the City should look for ways to make Del Monte Boulevard safer for pedestrians and cyclists. The proximity of this area to the beach and coastal trail make it well suited for future housing development.

New housing should also include plans for Level 2 electric vehicle charging stations .

potential for increased density and rental units. we have lots of property to purchase but less rental. need low-moderate income rentals.

nature of road make everything here very difficult to access.

This area seems like one of the last available places for service industries to locate in the city.

If this type of housing is approved and constructed along Del Monte, additional transit investments make sense. Bus rapid transit in this corridor could help alleviate traffic congestion.

If new homes are built in this area, they should be dog friendly and have a small, fenced yard. Finding a rental in Monterey that allows dogs and has a yard is extremely difficult.

My vision starts with the only natural way to deal with climate change is by growing trees, which over the years will store CO2. With that being said, I have a little nursery of trees, which was started back in 2014 with my first tree. With a palm tree seed, that was gathered from a palm tree on Palm avenue, seaside. What am I trying to say, it would be nice to live in a house with a front and back yard that will support a crop of trees. If you know of a place where I could donate trees, to be planted in terra firma. I have approximately 30 trees growing in a small space, 4 feet by 8 feet? Only the serious may reply back?

Easy access to the highway and Rec Trail, easy place to put some taller 4 story complexes, many have parking built in already, seems a no brainer kind of location. Adding some green space areas with housing would be a nice addition to an industrial area.

This neighborhood is beautiful and families would benefit from being close to nature, more apartment complexes to put more housing.

This area has more space and parking may be difficult when there are events at the fairgrounds. However, there will be more space for larger families and those with pets. Also, it is important to build housing that people can own, not just properties that are rented out.

This is an area that can handle intensive density by building vertical.

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Surround del Monte with more green space open space Parks pedestrian routes and bicycle access

This area needs some services for housing to be more appealing. A small grocery store and a couple cafes would provide more community spaces and walkability. There is potential for mixed use if some of the commercial spaces can be converted to include housing on top. Parking is difficult here.

This lovely residential area needs help improving the older homes on large parcels into multi-family units. Sidewalks should be larger and more walkable. It would be wonderful if parking could be inside a square shaped unit of 4-6 homes and not on the street. A mix of styles would add interest to this very fine area.

In the Villa Del Monte neighborhood and along Del Monte, there are many abandoned structures (across Casa Verde from BayView Academy are couple lots with thrashed buildings; a ‘church’, couple garage types). They are eyesores. Dilapidated structures full of weeds. The city should by these properties and build duplexes or whatever sq footage would allow WITH garages to keep vehicles off the streets.

There are industrial buildings behind the Fish House that could be rezoned to create housing/townhomes. Create an area outside of residential areas for these mechanic, auto body type businesses. This has already been done to create Windows on the Bay when commercial buildings were removed as their leases expired. That was 20 years ago + -

Also in VDM neighborhood behind Fish House are several houses that have been used for businesses (Millers Cleaning for one). Take the houses back. Rezone area to bring back families and have businesses move to other designated areas. Offer businesses incentives to relocate. Make it attractive for them to vacate. Offer to buy vacant lots.

Possible relocation for commercial enterprises where Talbott Ties used to be. Or by Ryan Ranch where some city departments are now.

With this emergency housing need (3,600) seems like the city could by the land sort of like eminent domain situations

With some creative architecture there is the possibility of many new houses, townhomes, duplexes, triplexes by restoring this area to residential instead of the lame idea of business taking such prime real estate. Right by rec trail, elementary school, restaurants, gymnastics, urgent care and the ever busy Starbucks!!

Create, incentivize, build.

Would love to walk the area with anyone from city who is not familiar with Villa Del Monte neighborhood.  
Chantalgm@att.net

Secured Parking

Low rise commercial over residential.

Safe walking paths especially along the busy roads. Dedicated gated community space for children and pets to play.

More Housing and Condos. More parking options.

This area is great for apartments and townhomes, but I am a bit worried near Ramona. There is a lot of crime in that area, so I would rather it be a bit safer before building more housing there. Being close to the bike path is awesome too!



**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

PARKING NEEDS TO BE MADE AVAILABLE. The city makes WAY TOO MUCH money off of residents getting tickets while at work or at home, or the parking garages. Its just ridiculous and greedy.

This area is mostly warehouses and industrial buildings. A few years ago the city wanted to make it the ghetto to house all homeless shelters in one "under utilized" area so no one else would be bothered in their backyards. This area can house some apartments or townhouses, but will still be mainly industrial sandwiched between Freeway and Del Monte Blvd.

In addition to the current mix of commercial and industrial uses, I think it would be useful to add affordable housing for the workers that are employed in this area. I would want to retain the benefits of the auto & industrial businesses while also taking advantage of the great potential nearby (within walking distance) for families and people of all ages to enjoy the parks and beaches. Perhaps the affordable apartments could also be mixed use if it is a redeveloped office building (having a business on the ground floor and a few housing units above).

Being right on the main thoroughfare is positive in that it is centrally located but poor for parking unless it is built into the structure, such as an underground or basement level of an apartment building.

Tier 2 or 3 would be fine, but this area is already very dense.

A lot of tear down and potential in this area.

This is an ideal area to build high-density housing. It would be very helpful if there were pedestrian bridges over Del Monte which is basically an urban freeway and not conducive to safe access by families and the less-abled.

This area is well utilized now with necessary commercial business. Gas stations, auto repair shops, ware houses, and etc.....

Again, I believe we should be consistent with the current architecture of the neighborhoods. Parking must be adequate as there is no parking on DelMonte.

This area is already used by local businesses and does not need to be taken over with developments.

This is an interesting idea. I could see how this area might be appealing in terms of space, yet who would want to live in an area surrounded by highway? Also, Del Monte is turning into it's own problem with traffic, so merging on and off would be a project in itself.

Keep it the same

Do not mix high density housing with single family home neighborhoods. This kind of development degrades the character and aesthetics of a single family home neighborhood. Dense housing projects should only be developed on major corridors/streets.

This is another location with high potential. It has quick access (by car and/or foot) to downtown Monterey and to the Broadway district of Seaside. It also has easy highway access. The one detractor may be noise pollution due to proximity to major roads (Del Monte and Highway 1), but I would still consider purchasing a property in this neighborhood if I had the opportunity. This feels like a location well-suited to multi-family units (condos, townhomes, et cetera).

Same as previous answers

Much of the area is not great for housing, would need some beautification and careful planning.

Address all the road closures and power outages here. Update old & outdated infrastructure.

Homeless and camping needs stronger ordinances so plopped don't litter and leave hazardous waste all over

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Monterey. Windows by the Bay & DT has real safety and security challenges. Need more foot and bike patrol and officers need to remember they serve all in Monterey—not just the unhoused.

The City can purchase traffic lights with cameras as many accidents here. Also need to update infrastructure of power, water, sewer pipes as places smell at times.

Special survey team allocated to chop down old trees and or trim trees to avoid trees falling on houses, cars roads or power lines. Replace old trees with planting new trees. Re- seal the roads as they are cracking.

There should be no new development on the north side of Del Monte Avenue as that is a very narrow area and no room for housing without destroying the Monterey Bay Coastal Recreation Trail, which is used by hundreds of people every day both for recreational purposes and for commuting to work and school.

You can't take out those trees. And by creating new housing here, you really kick the poor people out of Monterey. Unacceptable

Empty businesses at del monte shopping center could be converted to apartment/condos, for employees, since water and parking is available.

As with all of these areas, major artery traffic is an important issue. Some of these streets are very small. Existing neighborhoods shouldn't be disrupted.

In so many of the eight areas, major traffic arteries are already severely overtaxed. How are we going to add 3K units when we can't handle the local and commuter traffic we already have? We need greatly enhanced public transportation, including but not limited to frequent, reliable, affordable buses.

ONSITE PARKING FOR 2 CARS PER UNIT NEEDS TO BE INCLUDED ON ANY HOUSING PROJECT! BIGGEST ISSUE IN THIS AREA IS HORRIBLY INADEQUATE ONSITE PARKING FOR RESIDENTS.

This area of Del Monte will be a disaster zone within the next 20 years due to Sea Level Rise. No one should be sleeping in the area. It should only accommodate day time businesses with a chance to run from a Tsunami or storm flooding warning. The water will come in from the bay on both sides from El Estero and Roberts Lake areas. Sand dunes are very temporary with violent storms or Tsunamis. Look at the damage that happened this winter along Pacific Grove's coast.

Many of the homes in this area seem to be smaller one story residences. The area between of Casa Verde and Ramona supports several larger apartment buildings which seem to fit nicely into the neighborhood infrastructure. I support creating more of these types of apartment buildings. Adequate parking is of course a requirement. Perhaps zoning to allow neighborhood convenience businesses (coffee shops, delis, restaurants) to encourage local foot traffic.

New residential buildings should be mixed-use with stores and restaurants incorporated into the design. Dedicated bike lanes should be incorporated into city street planning. Utilize native plant landscaping. Install roundabout intersections rather than stop lights, and where not feasible incorporate international crosswalks where all vehicle traffic stops for pedestrians. Ensure there is adequate alternative transportation options for residents to reduce the need for personal vehicle conveyance.

Parking is a major issue and the multi use shops with housing above would have to be designed to keep the feel of area and schools/business.

Please build more housing! We desperately need more housing of all types and as quickly as possible!

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

A mixed-use, walkable community that promotes affordable family housing with easy access to public transportation and to commercial and public services while protecting the neighborhood's aesthetic and historical resources.

This could be a good area for added housing provided that parking and traffic impacts are mitigated.

It would be nice to have high density housing in the area along Del Monte and between Delmonte and Hwy one. There are already many resources for this area (restaurants, grocery, home improvement stores, coffee shops, public transportation). The only drawback that I can see is too many cars trying to access Del Monte in an area that already is backed up with cars coming off of Hwy 1.

no viable areas

Fix the tot lot flooring. It's hazardous. Safety of children and families is of concern.

No more housing.

Better crossway on the corner of the path and casa verde / del monte. It's dangerous and not safe.

I have reservations about the areas on the ocean side of Del Monte due to concerns about climate change fueled rising ocean. This area needs more nearby amenities for the new residents as well as sidewalks.

There's not much in the way of "neighborhood character" to preserve along Del Monte, so it's the perfect place for new higher density housing. High density housing also helps off-set the cost of sound-proof windows and thicker walls to protect residents from traffic noise. This would provide walkable housing for NSP students and staff!

To meet the needs of service members who range from young single adults to families with multiple children, providing a mix of studio to 3-bedroom units in new apartment buildings is recommended.

Secure bicycle parking should be required for all new housing developments along the recreation path. New e-bikes can weigh over 70 pounds, so carrying them up stairs and through hallways is not ideal. It's not uncommon to see secure bicycle lockers or locked bicycle parking cages for apartment buildings in cities like Portland and Seattle.

More very low income housing is necessary. Built it everywhere. More apartments to rent.

I live near here and it's a shame that many of the apartments available in this neighborhood are vacant 80% of the year. If high-density housing is added here, controls should be considered to make sure that the units don't fill up with time shares. Check out the time shares in Moss Landing to see how developers are currently getting around laws which prohibit time shares.

I don't think that the little triangle which is currently a portion of the bike path would be worth developing, it would be better to maintain as public park. The rest of these areas would be great for some more housing.

This area needs a grocery and pharmacy. Nothing nearby making a car necessary. The parking on Surf Way can be very crowded on weekends, so parking permits or a separate parking area could be helpful.

This area has no real groceries or pharmacies, making it necessary to have a car to meet daily needs.

Keep Tier 1 area's as they are. Add additional lighting/markers for crossway at the beginning of Del Monte Beach. Enforce parking restrictions for beach parking, limit parking to beach area not side streets.

In my view, this area should have a mix of housing and shops, with a plaza for socializing. Having access to parking within the housing complexes would help solve the problem of limited access to street parking. City

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

planning should encourage walking, i.e. with walking sidewalks and crosswalks. Green areas are a must, i.e. street trees added wherever possible.

more housing! no more single family homes. more safe bike access, including for e-bikes!!!! a biker should be able to get around Monterey AND out to other areas of interest, Big Sur beaches and hiking trails etc, up to Santa Cruz.... e-bikes can replace cars in regions without extreme weather. That would be Monterey!

A few more food/grocery options in this area might help. Since there's a school near there, protected bike lanes would always help.

Maintain View to the Bay and sight lines to ocean.

Maintain a lot of mixed use area. Parking should be built into any new residential projects for residents. New housing should not be available to those looking for investment properties and/or 2nd/3rd/4th homes.

This neighborhood has the opportunity to be transformed by added housing. Walkable access to the beach and the rec trail are wonderful. Shopping is down the street a bit. Traffic here is fast and Del Monte Ave is wide and would be scary to cross as a pedestrian. Maybe a bridge could be built over it? Affordable workforce and senior housing are high priority.

Four stories in this area.

Del Monte needs more small businesses.

This corridor is prime for development; it's an industrial wasteland.

Too close to the bay and sea level rise

This area could be developed into a more substantial neighborhood with existing open land to help the regions citizens gain access to a variety of housing and small shops such as mini-marts that support healthy and fresh foods such as fruits and vegetables.

There will need to be a lot more crosswalks across Del Monte, and they will need to be at lights.

preserve the shoreline especially in these areas that are so close to the water. a greenspace buffer is fine, but with careful consideration for pollution that may occur tourism along the shore. no additional housing in this area

Would not support any new dwellings on the bay side of Del Monte Ave/the Rec Trail- that is a stretch of super-intense traffic and impatient drivers, and crossing Del Monte is only for the young, strong and fleet (no joke)... new residential buildings on the south side, between Del Monte and Fremont, seems like a better bet. Too bad the existing public area - the sandwich shop on Casa Verde probably cannot be expanded/enhanced, for it is a great location and the food being sold is good- that place is not only worth saving but could be a sort of anchor in a nice little hang-out space for residents. Good luck! And- do not forget to include affordable housing!

This area is far enough from downtown and lighthouse to allow housing development without degrading the character of those areas. It also has room to accommodate increased traffic as long as parking is planned.

We'll need parking for residents and space for businesses on the first floor. The city needs to work with the local business associations and come up with a streamline and business friendly process for new small businesses to open. The majority of small businesses in town feel that the city is not business friendly and make the process for opening businesses here in Monterey extremely difficult. We also need to make sure that the developments match the beauty of the area and don't just choose the cheapest looking design. The aesthetics of the buildings need to match the area.

Increased density, increased access to commercial areas along the Del Monte corridor, increased walkability

**Del Monte Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This Del Monte is densely populated. It was cut off from Monterey by Highway One years ago. The area, when Fort Ord was open, was an area that the City seemed to forget and allow activities like adult clubs and bars (kind of a dumping ground). The Monterey Fairgrounds was a draw to fill the hotels along this section of Fremont. Monterey needs to rethink the Fairgrounds property and include it in the overall development mix for housing in Monterey. The area has great potential to provide housing for the City. The housing should be high density multi-family home ownership. The units should include a blend of one and two bedroom homes, priced affordable. The housing needs to be simultaneously supported with conveniences and the conveniences do not need to be located facing Fremont. The conveniences should be located in small enclaves and sized so they are not too big and can depend on Fremont vehicle traffic numbers for their business plan estimates.

Another traffic/parking issue. Will have to have safe ways to entering and exiting Del Monte during rush hour when it is already jam packed

I would like to see NO more building on the dunes. We will need to keep every existing business that it is possible to preserve. More attention to traffic congestion on Del Monte will be necessary.

The Del Monte corridor should not add more housing and traffic. It is already maxed out traffic-wise.

This area is already impacted with apartments and parking is scarce.

High traffic area - keep it clean & focus energy on traffic flow + parking; improve pedestrian access north to south

Whatever is built here, it should be considered that Del Monte is a popular corridor that visitors take when driving into our city. Buildings should evoke the charm, warmth and rich history that is our city. Currently, it feels run-down and not all that well maintained.

I think the area north of Del Monte (where the auto repair shop is and the warehouses) could make a much more inviting entrance to our City. There are also opportunities in the blocks to the south of Del Monte. It would be good to have a grocery store in the area too since there are none near the area.



## NORTH FREMONT AREA

### **North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

The larger sites could have businesses and parking for those businesses on the ground floor with underground parking for the apartments above. The area needs more trees and landscaping to make the area feel more prosperous.

There are already a lot of apartments near North Fremont (such as near De La Vina). Building more mixed use housing with shops on the first floor may provide a more active vibe to the area (with less of a strip mall feel). There is not a lot of green space so adding small pocket parks with high density housing would be beneficial. Making sure there are bike lanes and sidewalks to connect this region to the bike path and downtown is important part of the planning to make alternative transit options viable.

Mixed use buildings with mid rise at the maximum height, the streets cape is wide enough to accommodate all housings options except SFR. Existing SFR can accommodate ADU's,

Make greater bike lane connections to the protected bike path.

I just want to have the ability to own property near where I work one day. I worked really hard as a Marine and in graduate school after that, and am now an extremely rare case having been hired back to be a Korean language assistant professor at DLI as a civilian after being a DLI student myself around 10 years ago. And yet I have no hope of ever owning property in the area with a pay of about \$83,000 a year. DLI Faculty are highly skilled, highly educated, extremely hard working professionals who do critically important work for this country and yet we by and large have to rent simply due to the location of the Presidio. And property managers can gouge as much rent as they want because they can rely on the federal government to increase our locality pay just enough to keep pace.

I've been going to work near the airport for more than 20 years and have watched the slow decay of the North Fremont corridor. I realize the area has a variety of problems that are hard to fix. North Fremont will probably always be a thoroughfare for car traffic since it's such a direct link between Rt. 1, Monterey, Seaside, and Del Rey Oaks. Banning left turns, as is done on Lighthouse, would be difficult so you can't completely remove the median. However, North Fremont could be nicer by restricting the car traffic to the middle of the Avenue as much as possible and adding mixed-use mid-rise structures on either side of Fremont. Is there room to set new development back a bit from the traffic? Could a parking structure be built at the intersection of Airport and Fremont (where Eddy's used to be) to accommodate fairgrounds parking? Can the existing bike path in the center median of Fremont should be removed to allow more room for wider sidewalks, medians, trees, and parking on either side of Fremont? I realize a lot of money was spent on the path but very few people use it. I sometimes walk to work along Fremont but do not use the path because I don't want to wait at the light twice just to access and depart it. The sidewalk is also much more convenient for accessing businesses that are mid-block, such as walking to lunch at Mundo's. Many bicyclists feel the same because I encounter more of them sidewalk than I see on the path. Since you have multiple property owners along the route a full-scale redo of North Fremont is probably not coming soon. But, can the city change the zoning rules to force people to build? It saddens me to see North Fremont become so neglected. Why do I see abandoned buildings and vacant lots full of weeds when many of my colleagues are struggling or leaving town due to high rents and low vacancy rates? It doesn't have to be like this.

Who's idea was that bike path in the middle of North Fremont? Not a smart idea for several reasons-please contact me if you'd like more input (413-230-9588). Were any bikers consulted beforehand about the bike path on N Fremont because none of us use it. Thanks

North Fremont is one of the main traffic arteries of Monterey (Business US 1), and developments overflow from the Villa Del Monte and Del Monte Grove Laguna Grande areas of Monterey. Any new development must be designed not to interfere with its transportation needs.

Need new strategies to manage parking here.

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Mixed use would be good for this area

This stretch is underutilized. A mixed use of housing, shops, and outdoor space. Maybe also some improvements to Fremont street itself like trees.

This area would be a good place for housing, I think it would need to be more walkable and a strategy for increased traffic on Fremont would have to be carefully considered.

Fremont St is mainly a commercial corridor. It is fast-moving stroad which would be rather unpleasant to live on. Housing units that are built off of Fremont St may be a good option, but I do not support building housing directly on Fremont St.

Currently this is a drive-through area with too much land area devoted to single-level parking lots, with few services for residents and more for visitors staying in motels or attending Fairgrounds events. I'd like to see more multi-story residential along Fremont, with ground-floor retail that would attract people in the neighborhood (coffee shops & cafes, small retail stores, small neighborhood market -- BiRite or Valnizza-size, not Safeway size). There's great access for biking and to transit. Waive some parking requirements to reflect easy access to bike paths and transit. And consider an off-site neighborhood parking garage/garages as part of some development, to accommodate the cars both of residents and their visitors.

This area has plenty of housing options. We built a bike lane in the middle of Fremont that goes unused for the most part because there is no reason for people to visit that part of town. I would love to see more festivals and music at the Fairgrounds along with more business. I would love to see that area of town start becoming like a mini Alvarado street or Broadway St.

I am a huge proponent of solutions for both Affordable Housing and the Homeless Population. Taller, multi-structure buildings need to be a priority. Bus line access would be important, even if 2 - 3 transfers are needed.

I think new housing should have an open feel and care should be taken to ensure parking for at least two cars per household (not including curb parking) as this is more realistic than one. Street parking congestion can create safety issues and opportunities for vandalism. Green spaces should also be available for safe walking and leisurely activities. Pedestrian access and safety need to be considered including crossings with push button lights.

Rental costs need to be controlled for people who are not wealthy. Instead of capping the total amount ... cap rent based on the amount per square foot, something like \$2-3/square foot of living space. A basic one bedroom - like 9 x 10 ft, full kitchen + a ¾ bath unit but with a full bedroom smaller, start docking the costs? The basic bathroom would be ¾ shower, toilet NOT in the shower, sink. Kitchen = full size oven/stove, full size fridge, sink. If the unit has 2 stove top burners instead of a full oven + stove or a tiny refrigerator, decrease the price based on the missing amenities.

Something like a dishwasher could be a luxury charge like \$5 extra per month for basic kitchen. Granite counter tops? Bathtub? Small amounts like \$5 per “luxury” item that make the unit more than just the basic one bedroom one bath.

Additionally, rent increases should be based on actual improvements in a property, not just because a landlord can increase rent. Landlord remodels a kitchen, cool then CA's 10% increase can be applied to the property – but with a cap of so many years.

As someone who has lived in the same unit for 8 years, my landlady suddenly started increasing rent by the full California determined 10% - BUT this unit has NOT HAD ANY improvements. My income does not increase 10% a year so balancing the cost of living because of this is stressful. Not to mention frustrating because nothing has been improved.

I would like to see more high density housing here to utilize the space with community and green spaces including more tree line streets. Mixed use housing spaces with some commercial options would be a great.

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Nothing should be over 3 stories. Commercial should be on first floor facing North Fremont.

THis are should be used for commercial use.

Mixed use mid-rise apartments with commercial properties at street level facing Fremont. Low-rise apartments and condos on interior properties.

This area has some space but traffic on fremont needs to be considered. Again affordable housing is needed and this is an area that seems to have quite a bit of space. However, a lot is medical buildings and you can see trailers parked everywhere. Maybe a lot with tiny homes where people could also keep their trailers would be helpful. A few apartment buildings would also help. Less traffic in some of these areas but some one lane roads to consider for rush hours.

Revitalize North Fremont!

Clean-up of North Fremont; remove old structures around N Fremont & Airport Road; Develop a Fast Food location in this vacinity.

Reduce parking allocations to 1 car only. Subsidize transit or create incentives for single car Households. Do traffic calming measures, increase curb appeal, sidewalk conditions, lighting and trees. Make the area pretty to encourage residents to come visit. Look at City of Seaside Broadway/Obama Way in terns of curb appeal and pedestrian forward design. Add beauty to the area, seriously lacking in curb appeal.

The road itself is the biggest impediment to improving this area. The central bike alley needs to be removed, and have the protected lanes moved to the sides where cyclists can access the side roads and businesses without crossing traffic lanes. The entrance and exit of the bike alley is also super dangerous and the lead nowhere. The surrounding areas do not need big apartment buildings, but allowing residents to have ADUs and break their residences into multiplexes. the lots highlighted along the road should not be converted into housing, but should focus on commercial development.

This would be place for more housing, but with the higher rise complexes farther away from Fremont. Mix the use so that we do not create a "wall" of high-rise apartments and have small parks for families to use for the relaxation. It should be attractive for Fremont Blvd traffic. Housing here would serve people without cars who can access the bus line and bike paths to get to work.

A pedestrian overpass on N. Fremont would make walking to Safeway safer for those living in this area. More trees are always welcome.

I think this area could be utilized with bigger accommodations for apartments and townhouses and four-plexes. this would be great to increase use of our bus lines and bike lanes. I think the development should include small park areas in the design where families can play and rest. We wouldn't want a "wall" of housing that neglects different heights for housing options some closer, some farther from Fremont and grass areas (Park areas) visible to Fremont Avenue traffic.

This area is currently such a disaster. The Fairgrounds neighborhood wants to limit commercial development along N. Fremont, but I disagree. This area should be commercial with buffers ( green belts, parks etc) to maintain quality of life in near by residential areas. There is already a lot of high density housing in this area without parking needs met, so that needs to be considered. Unless the City steps up and makes a bike route along Casa Verde to connect with the rec trail, people won't bike this part of town. I have tried. The "bike path to no where" needs to connect to CV. That is the natural traffic flow. The Laguna Grande extension will be too far out of the way for most commuters. But it will be great for tourism!

In a perfect world, the Fairgrounds would move out on the outskirts of town..and housing could be put in there. The Navy golf course needs to go. It's not fair to our City for such a central and large piece of property to benefit

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

such a small amount of people. Maybe the Fairgrounds could move there? The airport needs to expand towards Ryan Ranch, and give up any ideas to send traffic thru the Fair grounds area towards North Fremont. It's already too congested.

I emphasize with our City planners when it comes to figuring out the North Fremont area. It is really a screwed up area, and needs a completely new vision.

If housing is to be built, there has to be major improvements to parking. This area already has issues with street parking, so improvements to parking would have to be addressed.

This neighborhood is already built out and a portion of the potential use butts up to single family residential. I said a hard no as this neighborhood already has it's fair share of issues from the airport, fairgrounds and traffic jams. Why do you want to continue to impact only certain neighborhoods of Monterey with the state's mandatory housing and completely keep out of the equation so many other neighborhoods in Monterey that are low density and could absorb some additional housing including apartments? This neighborhood who has shouldered a lot from the city should not even be on this list. That is not very equitable.

Since the City of Monterey is choosing to exclude a large majority of it's neighborhoods that could absorb a good portion of the new State's housing requirements I recommend that the majority of the housing requirements could and should be met by developing thoughtful, well planned new neighborhoods withing the ranges of Fort Ord, Garden Road and Ryan Ranch. Mass transit could be expanded and there would not be a need for plazas etc. as these neighborhoods could be built to be in tune with nature and be beautiful and quiet. This would be very desirable and would appeal to a variety of people and economic means.

Keeping dwellings away from the noise and traffic of Fremont is important. Clearly, young families with small children should not be safely housed next to this busy street; apartments, set back from Fremont with noise reduction built in could have potential. Dwellings placed facing away from the "main drag" could be possible. Thoughtful planning for conveniences needed for those who dwell near N. Fremont could be very helpful. Changing a largely commercial area into a life-giving living space could make it an attractive area for affordable housing as well as other dwellings.

Build more apartments. Reclaim wasteful commercial/office spaces to be converted to and/or replaced with housing.

There are so many areas that can have multiple level apts or hotel on top with parking underneath. Knock down unused or dilapidated buildings for large parking to support fairgrounds.

God knows we need more housing here to revitalize this area and make use of that bike path! Something absolutely needs to be done about how impossible it is to cross over Highway 1 on Fremont as a pedestrian. Mark Thomas has potential but is fairly unsafe for inexperienced cyclists/pedestrians.

We must minimize large-surface-area ground-level-only parking lots.

Need more mix of shops and housing

I want the folks who work in the area to be able to live in the area.

Enhance walkable and bike able places

Envision development with retail ground floor/office-commercial 2nd floor/residential 3-4 floors; public transportation currently exists although there may be gaps currently versus employment hubs locations now or future.

Need roundabouts to help with traffic congestion

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

PITIFUL, just make things look nice in this Godforsaken corridor.

Already dense.

The fairgrounds should actually be moved to Salinas. It is the county seat and Salinas has room. Low and mid rise apt/condos would be a good fit here. The jazz festival and other music venues bring a lot of commerce into the area so the existing "horse arena" s/b kept or even better, rebuilt into a real concert hall.

Already crowded with apartments

The fairgrounds are kept clean. They obviously lack real interest or charm. More trees, small ones, benches, playlots, cafes would help.

Another area of town that would benefit from thoughtful development that increases housing stock and economic activity. Here again the restraints of historical preservation or trying to maintain a particular vibe are not a big factor in this part of town that is nearly charmless. Great opportunity to set a new style to reinvent this district for the future. More housing, commercial property and for goodness sake, how about including trees and greener spaces

There are a lot of empty lots/ places that used to have businesses on North Fremont. These areas could be built up to be used as new shops and housing for whomever needs a place to live. Affordable housing. The area across from CVS is a huge lot....used to be Eddie's. Caruso's is empty. The land where Bay Pet Hospital was located is empty and the little (?) lot where Joe's Christmas trees is located...is empty Not sure we need more motels or grocery stores, but apartments with enough parking for tenants and guests would be nice. Is there some reason these places are not being used? Are the owners holding out for more money? Maybe a lid on the sale of the property?

Parking is an extremely necessary issue.

I don't see much extra space in this area. The bike path that goes down the middle of Fremont was a ridiculous waste of money. It's definitely a hazard for cars, bikes and people! Also, it needs to be cleaned up. There are so many run-down areas and panhandlers. Start by cleaning things up and getting rid of the hobos!

For those areas not directly adjacent to single family homes, like the CVS Pharmacy location, mid-rise apartments would be reasonable, especially with retail space at the ground level. Some additional green space/park area should be factored into these areas. I would not recommend building a mid-rise apartments in areas next to single family home neighborhoods.

I currently live in this area (just off Casa Verde) in one of the many aging apartment complexes. The area feels more "run down" area in Monterey, which means more room for much-needed improvements for residents. It's also the most affordable area in our city of Monterey, which is becoming uncontrollably gentrified by investors and vacation homeowners. Fremont needs a lot of love, and we need that beautiful bike path to better connect to the greater area. I think that, on Fremont in particular, mid-rise apartments and condos would be a great addition. It could be businesses on the bottom and residences in the top levels. Make things walkable! The problem with this area is noise and air pollution given the airport. Fremont car traffic contributes to this. We deal with this now in our apartment. This means that we need to build sustainably-minded buildings with thick window glazing and ensure there's extra greenery to take in all that CO<sub>2</sub>. This area is very "renter" heavy, so it needs to be balanced with more opportunities for homeownership. Whenever an area is too renter- or owner-heavy, it creates inequity. Whatever we do in any area of the city, please prioritize housing for community members, not investors or second-home dwellers. Please help us build inclusive, diverse sustainable communities across Monterey. I'm tearing up just thinking about how much I want this for my city.



**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Building in this area would allow those that are able to walk to many shops, restaurants.  
And with the corridor bike lane as well as car lanes, easy in and out access for those who need to drive.  
I think there may also be potential again for ADUs, as there are single family homes on both sides of Fremont.

Trees. Parking & businesses under apts. Decibel monitors w cameras for those loud vehicles! Parklets.

This area has residential neighborhoods that have already been degraded by many apartment complexes. To add more, would tip it to the "rental" community side leaving homeowners discouraged. Adequate parking is a current problem, so adding residences would mean adding parking to accommodate them. I would have checked low-rise apartments IF they were located on Fremont.

So many great opportunities here with easy access to CVS, Safeway, restaurants. It is a little tricky crossing Fremont, but the new road work has improved that.

Improve all aspects of Active Transportation infrastructure, creating more protected and connected bike lane networks. Fix(move to a better location) that useless protected bike lane in the center lane down Fremont.

Love this solution. This area would benefit from this!

There are too many motels along this corridor. I'm not sure I've ever seen a time when they were full, some have no cars, some have a few. I don't understand why the city is building yet another motel where the Caruso Italian restaurant/Casa Verde Inn used to be when we do not need more motels for temporary visitors but affordable housing for people who live and work here. Wrong decision. This corridor would be a good area for low to mid-rise apartments and townhomes, or even mixed use business with apartments on second and third floors, or even live-work studios/lofts for the small business owners who can't afford storefront rent in addition to housing. We definitely don't need more single family homes. There are no affordable places to live for single adults who don't make over 50K a year and don't have a significant other and do not wish to suddenly try to find a roommate after being able to afford to live alone for the past 20, but with skyrocketing rents and landlords only looking at making the most money, people are getting pushed out of Monterey.

Way more landscaping. Areas to hang outside safely without having to buy something. This area needs to be much better maintained, and made appealing for the many, many who already live there.

What about putting landscape on that bike trail that nobody uses?

Please consider building mixed-use properties with commercial units on the bottom and residential levels above on Fremont.

The existing bike path fencing makes this area more of a freeway to Seaside than it was before. It is hard to cross to the other side of the street. Housing here would perhaps give the bike path more clients, especially if it would continue onto downtown somehow. This area would benefit from housing, both for the rental potential and the local businesses.

This entire area is now disconnected with the other boundaries of the City of Monterey and could be better served if it were ceded to the City of Seaside.

Housing and commercial development could turn this area into a lively district, especially if that development is pedestrian oriented. Commercial development should be geared to residents, not tourists.

However, we must improve traffic flow and create practical transportation alternatives before we pack in more people.

Not many of the lower- and mid-market motel properties seem to have been identified as potentially additive to our housing stock, even if lower density is required to accommodate the airport safety zone. It seems that the

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

demands of the housing requirements for the Peninsula likely outweigh any obligation to continue to provide (somewhat) lower cost, low-density visitor lodging options in place of somewhat higher density housing.

I support housing units in this area where there are already structures and areas available for housing.

However, there is NO room for widening the main No Fremont--it's not even easy to make a right turn with the curbs that were put in. All said, more units in this small area mean more traffic, hence developers should be held to infrastructure needs, upgrades etc (including roads and ON SITE parking) to accommodate the density of people/vehicles/traffic for that development. (Such as in the case of the other developments that get passed -- like Casa Verde Inn hotel where the developer somehow managed to snag a single story 18 room hotel and got approved by the city for a 3 story 36 room hotel -- where/how is the water for THAT approved when single family lots that have been waiting in the same vicinity can't get a water credit for a sink!?? -- and the developer got through the vehicle/parking loop by saying they would not need parking and would be using public transit?! )

WE all must be more vigilant and hold developers accountable for covering ALL aspects of a development impact on the surrounding area BEFORE they are approved. Especially in one with little room for more traffic, parking and already densely filled with many apartment complexes.

No vision. It's a strip mall, uninteresting busy corridor. Apartments seem the only realistic option.

It would be nice to have some community parks in this area, more green open space that is publicly accessible at all times, rather than just the Fairgrounds.

This area may be OK for additional housing, since part of it is zoned commercial. Please do not allow multi-family units in or adjacent to single-family residential areas!!

Keep it greener! Utilize inactive buildings for combination business/residence

Avoid r-1 zoned properties next to r-3+

North Fremont could benefit from an architectural renaissance,. That are of the City seems a little run down and doesn't seem to provide much incentive for people to visit or live there as it is. More multifamily units along North fremont would be a benefit to the area businesses and the vibrancy of the area and of the City.

The single family area next to North Fremont is adorable and hopefully will be maintained as such. The multifamily area on the other side of North Fremont has become a maize of multifamily buildings packing as many people into the smallest spaces possible. That's probably not good to replicate.

North Fremont seems a bit run down and like an area of the City with not a lot to do offering few reasons to visit. The Fremont corridor seems as if it can use an architectural uplift and I believe that business in that are of the City would benefit from nicer, mixed use, multi-story buildings with residential. The architectural uplift bringing more residents could be a boon to the area and to the City. As it is now, many people are not drawn to that area. A mixed use architectural renaissance in that area could help create a more vibrant area of the City. There seems to be only a few sites indicated on the North Fremont map as having high development potential. My feeling about North Fremont is that it needs much more development than that.

The above presumes that parking and safety can be solved. I've heard it said that parking can be solved by placing parking structures within 1000 feet of a residential building. I don't believe this is true. Families with small or young children, people returning home from a long days work with bags of groceries and people both young and old with injuries and mobility issues for example will not easily use parking 1000 fee away from home. Other solutions need to be sought such as on site parking in addition to multiple transportation modalities with all age groups and physical abilities in mind.,

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Some of the motels have extraordinarily large parking lots that could be better utilized. Building height should not exceed 3 stories to preserve character.

I would love to have a big bookstore here, ideally next to a cat café! Also -- more businesses that are open 24 hours or at least until midnight. It always feels like they "roll up the sidewalks" around here about 8 p.m., when I get off of work. A community garden could be a nice touch, as well. Finally -- these ADUs are terrible for renters -- please do not allow them, as much as possible!

It looks like a health risk and could invite law-suits to the city.

This is an easy place to commute from given the freeway access. People could live here and commute up to CSUMB, or into Monterey/Carmel via car. The bike lane on Fremont is confusing and I'm not sure it's properly linked to the trails or for people who would really use it (students mostly).

Again, another corridor that would be good for a road diet and dedicated bus lane to aid transit oriented development. Maybe the bike lanes along this route could be repurposed into some BRT stations

I would support some additional apartment complexes in this area. It would need to include parking. I do not support trying to add over 3,000 new houses in Monterey.

Support mixed use

You have a lot of blight in this area along with many empty lots. I would like to see multiuse buildings in this area with a lot of green space.

Mixed use development would be appropriate in this area. Again, the city should look for ways to reimagine Fremont Street so that it is safer for pedestrians and cyclists. The protected bike lanes are a good start, but the automobile is still the priority in this area, and it shouldn't be.

This neighborhood does not have much walking appeal even though it has lots of businesses as Fremont is so busy and large. Mixed use commercial ground floor and residential above seems like a good idea.

leave alone the single family home section where there are too many cars and is too dense already. in undeveloped lots add rental units

due to transit, maybe ADU and low rise apts especially with proximity to fairground that would really make it difficult to single family homes

Several of the opportunity sites in this could accommodate mixed use developments with 3-5 stories of housing on top of retail on the ground floor.

This area is a diamond in the rough. Housing with higher densities could help revitalize the area.

I'd like to see this area become safer for pedestrians. There are a mix of shops, restaurants, other businesses and houses already in this area, but it can be scary to cross the street. Whether it is people traveling too fast or unfamiliar with the roads/rules, it can feel unsafe. If we build more housing, we could have an issue with parking, or we could make it easy and safe to walk/bike so people would be more comfortable not having a personal vehicle.

Needs a focus on continued bike lane additions and support for pedestrian walkways and street crossings. Great potential for live/work/shop without getting in a car.

If new homes are built in this area, they should be dog friendly and have a small, fenced yard. Finding a rental in Monterey that allows dogs and has a yard is extremely difficult.

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

I'd like to see parking but also attention to walkability. I recommend we be good neighbors by not building more than 2 stories high. When we block out sunlight from existing properties, that decreases the quality of life for the adjoining properties. For the property on Fairgrounds Rd, we need to accommodate a drug store here. It will still be needed in this neighborhood.

Mix of housing and commercial, market, ped plazas.

This neighborhood is a mix, I think apartment complexes would do well, the incorporating of apartment more than 3 rooms

I believe there is room to expand Monterey by redevelopment in this area.

There is so much potential in this neighborhood. There have been vacant buildings and lots for so many years. The proximity to the fairgrounds, shopping, restaurants and highway 1 make it a great place to put high density housing. There is already a lot of high density housing by Dela Vina and Ramona so it makes sense to include more along Fremont. There is room for higher buildings without blocking view. The airport noise is a consideration but the amount of planes is pretty small. The walkway built in the middle on Fremont is strange and it's not clear it's intended use.

This area is like a wet cat. Bedraggled and smelling. What potential! The bike lane is an isolated sore spot that is not used much. The buildings are mostly old and ugly.

New housing should be affordable!!

The bike infrastructure here never made sense to me. As a bike rider, I prefer Fairground Road and Bruce Lane. As pedestrian, I never want to walk down Fremont as the sidewalks on some parts are practically non-existent.

We will need strategies to manage parking in the neighborhood

Secured Parking

This area is already housing heavy - It would be nice to see it done better/ to the benefit of the residents. The bike lane down Fremont doesn't serve it's purpose. More/ better crosswalks would be more beneficial. Pedestrian overpasses? Speed bumps along the E/W streets like Ramona and Dela Vina to slow down speeding to / from Fremont. Redevelop the smaller hotel parcels into more housing and/ or build above these structures. Are there processes that could be sped up in the development process? The hotel project on the corner of Fremont and Casa Verde has been stalled for over a decade.

I think there should be solid focus on making this a pretty high density corridor. I also think this would be a good spot to put a few affordable housing projects. as part of the redevelopment of this whole corridor I think it would be important to make really solid pedestrian and bicycle connections to both the coast and downtown monterey- in addition to Sand City where a lot of really interesting stuff is happening. If you can make those connections and build the housing, it will make this area feel more attractive to both residents and developers. There is already a good grocery store, but it would also be nice to maintain several restaurants and possibly something interesting and quirky like a food truck court- this way the neighborhood might become more of a "draw" much like Sand City is becoming. I also think there is a lot of potential for the fairgrounds to be modernized and reimagined as it feels like a very large and underutilized parcel that, if turned into more of a park like setting, could become a neat asset to people living on that side of town.

Add residential over commercial mid-rise buildings on Fremont. Finish bike path.

Mixed use.

There is a great opportunity to make North Fremont a much nicer place to live and shop than it is now. Along with housing there could be more trees, walking paths, and a more cohesive community rather than the ugly

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

stretch around Fremont (and Fremont itself). Using the Broadway/Seaside beautification model would be a good visioning place to start.

There is already a lot of shopping, restaurants, etc., and good transportation (including bike path) here, so some urban planning could go into making it a really nice place to live.

Safe walkways along busy roads. Gated parks and community space for children and pets to play.

Make the hotels bigger so they can accommodate more events. Not nearly enough hotel space here.

This area isn't the safest, and honestly that bike path is absolutely a disaster. No one wants to ride their bike in the middle of such a busy road. I support housing being built pretty much anywhere we can, but in my opinion this would be the area to put the most affordable housing - the cheapest. Its really not a great area, and should be everyone's last resort. It would be great to actually have the option to look at nicer places, and not so great places.. that way people can actually prioritize what they want. Nowadays, you apply to anything and everything in the hopes that your name gets chosen out of the million applications.. and you don't get to even have a say if its somewhere you actually like or not. Having the option to downgrade is actually a good thing, and this would be that downgrade location.

PARKING NEEDS TO BE MADE AVAILABLE. The city makes WAY TOO MUCH money off of residents getting tickets while at work or at home, or the parking garages. Its just ridiculous and greedy.

This part of town needs more greenery (less concrete) and a central community park/play area/quad/meeting space for community gathering off the main road for farmers markets, craft fair, childrens park, etc. Currently, it feels extremely busy, commercial, vehicle-oriented, and like a concrete jungle.

i would like to see some more low income housing in this area, possibly using existing motels. High rise 4 to 5 stories seems out of place with the existing profile. Can some of the fairgrounds land be used? How about Residential Pipeline lot, former bar on Fremont?

In addition to the current mix of uses, I think it would be useful to add affordable housing for working people in this area. I would want to take advantage of the opportunity to develop housing that accommodates diverse residents and helps alleviate gaps in avg income and rent prices between Seaside and Monterey. The affordable apartments would also generate more business in this area, and could even be developed with the commercial use on the ground floor and a few housing units above.

Given what a busy thoroughfare this area is, and with the mixed nature of the residential/commercial existing use, I would support infill housing on the scale of multiunit, multi level building. It is important that parking is mitigated by including it in any new building footprint, rather than allow the cars to sprawl down city streets. This is also an area I would highly encourage mixed use building with businesses on the bottom floor and residential above.

Some larger apartment complexes would be ok or duplexes. In general Freemont needs to have the old 50's store fronts revitalized and bring some newer mixed use to this area. Some better restaurants and brew pubs would be nice. The remake of Downtown Seaside is even nicer than Freemont street.

Fremont is not a road for residential. This should be kept for businesses. Who wants to live on a crowded busy street no matter the setback. This is not a place for children, nor animals that can easily get hit. BAD IDEA TO BUILD on Fremont.

This area needs to be revitalized. There are too many vacant and depressed businesses. I see new housing as a catalyst that could lead to renewal. The housing should be higher density. Mixed retail residential housing would be best.



**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Good area to develop and shop. However the bike lane from cuts the entire area in half. What is happening with the old Gemini site and the empty veterinarian car sales lots?? Tick-tock.....

If the bike path that starts here connected to south Fremont, it would bring a large amount of pedestrian and bicycle traffic which would open this sad corridor up from being very car-centric and low-rent to desirable. Family-friendly businesses would do so much better if families could more easily get here and it wasn't basically a large off/on ramp for the highway. A pedestrian/bicycle bridge that connected this to the south would be amazing!

On the west/ north side of Fremont no dense housing should be allowed. This area has too many apartment and existing condos, the density is too much already except for single family units.

This appears to be an area with more options due to the large commercial businesses in the area, such as Embassy Suites. I am NOT endorsing anything near that height, but believe that a mix of different types of housing can be added in this area. Again, we have traffic issues, and buildings could (if not properly sound-proofed) be unlivable.

Must make N Fremont more walking accessible, the multitude of driveway cuts, some abandoned but still there, make level walking dangerous. Especially the abundance of obstructions on the sidewalks. Abandoned buildings and vacant commercial need

The Streetscape plan implemented as a priority. Vacant or abandoned buildings need monthly fines, lazy landlords, refusing to lower rents need to sell or face stiff fines. This area has been stagnating for decades because of lack of city interest

I think a good model for this area is the section when you approach Lighthouse Ave coming out of Old Monterey's tunnel -- with nice shop fronts and apartments above. A new market (replacing Peninsula Market on Del Monte), or grocery store (Trader Joes) would be advantageous if additional housing here as the Safeway in this area is always packed. Connecting bike paths would also need to be a priority to maximize use of the current bike path in the median with other areas.

Do not mix high density housing with single family home neighborhoods. This kind of development degrades the character and aesthetics of a single family home neighborhood no matter what developers or City officials say. Dense housing projects should only be developed on major corridors/streets.

This would be a good location for ground-level commercial with residential spaces on upper floors. This can be in the form of condos or apartments. Creative parking solutions would need to be considered.

Same as previous

Would be great to see development in this area with a character similar to Broadway in Seaside, but with more housing incorporated.

I just want to see the empty land used to build affordable housing with parking provided. There are way too many empty lots with weeds that could be put to use. I'd also like to see the bike trail completed in both directions, south and then west to the rec trail and northeast through Del Rey Oaks. I would love to see the community center opened again. Such a waste that it just sits there, when we could utilize it for neighborhood meetings and such. I'm hoping we can get quality commercial use too, not too many Big Joe's Smoke Shop type places.

Again, kicking the poor people out of Monterey by building new housing here

Airport noise is an issue. (Stop airport expansion!) Clean up the blight, abandoned buildings/lots. Make the area livable. Include park space and trees to beautify it.

Need more parking included in any new housing..

On site parking needs to allow for 2 parking spaces per unit. Many renters are couples with 2 cars, even in one

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

bedroom units. I live in this area and any renters with 2 cars struggles to find parking on street for 2nd car after 3pm. And guests...well, it's nuts out there!

Build apartments and townhouses where public transit can be used instead of requiring cars to go everywhere. More small grocery stores, shops and restaurants under housing for convenience creating walkable neighborhoods for new residents as well as existing residents behind the Fremont area. Love the plaza idea. trees on the street always help.

I think that apartment complexes will really help the housing issue. Median and lower income populations are more likely to be renters (at least for now) so apartments are more appropriate than town houses or condominiums in this area. Some light industrial space is necessary for businesses like auto repair. It is important to have balanced use between business and residential in this area.

New residential buildings should be mixed-use with stores and restaurants incorporated into the design. Dedicated bike lanes should be incorporated into city street planning. Utilize native plant landscaping. Install roundabout intersections rather than stop lights, and where not feasible incorporate international crosswalks where all vehicle traffic stops for pedestrians. Ensure there are adequate alternative transportation options for residents to reduce the need for personal vehicle conveyance.

As a resident of the North Fremont neighborhood, there is so much that can be done to improve. This neighborhood has so much potential due to its proximity to parks, public transit, and businesses. Housing in this area is mostly single family units, with some smaller apartment complexes. This drives the cost of living up. We would greatly benefit from multi-family units in this neighborhood which would increase available housing stock and reduce prices. Many of the "houses" in the neighborhood are secretly converted into multi-family rentals already, why not make it official? Additionally, while the biking lanes on North Fremont are amazing, why do they suddenly end at the N. Fremont / 218 intersection? This makes them only functionally useful for about a mile and it's dangerous to continue to bike beyond that. As this neighborhood grows, it's important to prioritize people and walkability and not cars. Building the community around public transit and non-car transportation (such as biking and walking) will reduce noise pollution, improve air-quality, and provide a better quality of life to residents.

Please build more housing! We need more housing of all types and we need it soon!

North Fremont is full of pitiful little shacks and empty shacks on huge lots, as well as several vacant lots. I would like all those shacks torn down and replaced by 6-story apartment buildings with shops, restaurants and other services on the bottom, with underground parking. The bicycle path should be extended and actually go somewhere. In back of these buildings should be a green belt with play areas for children. Small van-type busses with frequent stops can shuttle people up and down Fremont St.

A mixed-use, walkable community that promotes affordable family housing with easy access to public transportation and to commercial and public services

This could be a good area for additional housing, provided traffic and parking impacts are managed.

This area would be very good for some high density housing as there are many resources (grocery stores, restaurants, entertainment) close by.

homeless encampments need to be dealt with rather than just moved. fremont bike path needs to connect to something for it to make sense -- connecting to the bike rec trail and possibly work with Seaside to have it extend through to La Salle

There are already a lot of shops there. With the right mix of housing and shops I can see this area rivaling Alvarado St., especially if a conference center was built in this area. When the Fairground has events there are parking issues. So, again, parking strategies will be needed

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

I mostly see Fremont as a commercial zone, but we could maximize the potential for mixed-use developments here. Directly facing North Fremont, I think there should only be mixed-use developments. Off the main street, mid-rise apartments, condos, and townhouses make sense.

Another potential spot for live-work studios since it's already pretty loud over there.

ADUs should be allowed in the single-family housing blocks.

City of Monterey HAS TO work with the cities of Del Rey Oaks and Seaside on making bicycle infrastructure make sense on Fremont Ave. The "bicycle boulevard to nowhere" is not going to sell people on living over here. And it doesn't help people safely get to school and work. Fremont currently isn't a nice place to walk around, so any housing developments should be coupled with sidewalk and street landscaping improvements.

This neighborhood is poorly planned with parking lots prioritized over pedestrian paths and if it is redeveloped, it would be a great opportunity to make it more walkable and more pleasant.

Water permits need! Businesses on the lower level and housing above. Traffic mitigation will be a problem. Don't think that the bike lane in the middle of the road accomplished much.

This part of town needs more greenery, trees, and vegetation. Another little pocket park or two in the neighborhoods on both sides of Fremont would be nice.

Hotel/motel, lodging and shop, office..

Maintain a lot of mixed use area. Parking should be built into any new residential projects for residents. New housing should not be available to those looking for investment properties and/or 2nd/3rd/4th homes. Do NOT force the bowling alley out or the cvs!

Affordable workforce and senior housing are essential. Good locations for them here. Supermarket and pharmacy within walking distance.

Four stories in this area. This area should have a mix of housing and shops, with a plaza for socializing and listening to live music.

This area would be best served for more new businesses.

Fremont Street offers transit, food, support for housing.

Another area that is perfect for multi-family housing. Too many motels - convert them to housing when possible, and make them taller.

This is a great area for housing. Esp with the bike lane just added. It seems this area is underutilized. But pretty up the street with more trees and planters. Maybe old fashioned post street lights..

This region could use more housing but not so dense as to cause angst and stress amongst its citizens. Additionally, small parks within housing region (with passcoded overnight access to eliminate unhoused camping) would allow for growth and enjoyment of the families living there.

Maybe if more people lived in this area, the very underutilized bike lane down the middle of North Fremont would be used more.

Off street parking should always be required.

**North Fremont Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Less street vagrants & houseless; parking structures in this area would be good, with free shuttles to downtown, fisherman's wharf & cannery row. These parking structures could also support the various events at the Fairgrounds.

Planting trees in this area would make it more welcoming and attractive.

This area is far enough from downtown and lighthouse to allow housing development without degrading the character of those areas. It also has room to accommodate increased traffic as long as parking is planned.

We'll need parking for residents and space for businesses on the first floor. The city needs to work with the local business associations and come up with a streamline and business friendly process for new small businesses to open. The majority of small businesses in town feel that the city is not business friendly and make the process for opening businesses here in Monterey extremely difficult. We also need to make sure that the developments match the beauty of the area and don't just choose the cheapest looking design. The aesthetics of the buildings need to match the area.

Any and all housing should be encouraged along this route, along with accessibility to multi use buildings containing food, restaurants, entertainment, and more.

A neglected area that could use a new vision of businesses on main road with housing behind, into neighborhood.

townhouses and cleaner, new motels for the corridor. more parking for the fairgrounds.

Cede the entire area to Seaside. It is now called North Monterey with no real connection to the rest of the Monterey City. It is Seaside in character and location and serves that city with existing Fair Grounds commercial development and transient accommodations.

Again, parking needs to be taken into consideration.

This area is an embarrassment - rutted roads, run down store fronts, odd bike lane that isn't safe for pedestrians or bicyclists, ugly plants. It looks like a developing nation (I know because I live in them part of the year). Create a neighborhood / business group. Give the area an identity & act like it's part of the city your hired to manage or voted in to represent.

Improve quality of life for existing residents - add green space, better lighting, & clean up overhanging plants on residential sidewalks. Absentee landlords can participate without putting the burden (higher rents) on their tenants.

This area is in dire need of revitalization. It is the least desirable area to live or visit. There are several empty lots that have been sitting as such for years. It seems as if we are missing out on additional city revenue by leaving this corridor as seedy and shabby as it is. Our fairgrounds pulls visitors in but we need more to keep them here. I'd love to see this area develop up-and-coming restaurants, breweries and boutique hotels. The seedy motels have to go. As for housing and any new construction, my vision would be to have architecturally interesting buildings that perhaps lean toward mid-century modern to honor the history of this part of town. No big-box, cookie cutter type of construction. Less concrete parking lots and more trees. North Fremont is lacking character due to the lack of vision of the previous generation when this area was developed commercially. Let's undo that damage and make this part of town just as charming as the rest.

This is one of the best areas in Monterey for additional residential development. Safeway is convenient, there's a bikeway, access to Hwy 1 is easy.

Need coffee shops and amenities for residents.

## GARDEN ROAD/AIRPORT/HIGHWAY AREA

### **Garden Road/Airport/Highway 68 Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Avoid building on open space on the south side of hwy 68. Development of townhomes or low slung apartment buildings in the areas on the south side of Garden Rd are OK, so-so. If developed then making sure the bike, walking and transit options are available so those homes don't just add to traffic on 68.

There has to be a vision for this area that includes walking paths linking it to beach, downtown as well as gathering areas. Shops so people can take care of essentials and have a gathering area, outdoor area. Monterey needs to do a better job of offering activities that draw people to come together. We've lost that small town feeling; it's like we're all in service to tourists and don't do anything to give locals gathering areas away from the wharf. Fewer kids, families so but we still need to build community.

Mixed use neighborhood retail, grocery, gas, convenient store, open space or park like setting

Future growth should be supported by alternative modes of transportation, particularly a protected bike lane that connects Ryan Ranch through the 68 corridor.

I just want to have the ability to own property near where I work one day. I worked really hard as a Marine and in graduate school after that, and am now an extremely rare case having been hired back to be a Korean language assistant professor at DLI as a civilian after being a DLI student myself around 10 years ago. And yet I have no hope of ever owning property in the area with a pay of about \$83,000 a year. DLI Faculty are highly skilled, highly educated, extremely hard working professionals who do critically important work for this country and yet we by and large have to rent simply due to the location of the Presidio. And property managers can gouge as much rent as they want because they can rely on the federal government to increase our locality pay just enough to keep pace.

commercial due to noise from airplanes. No housing now

Probably all of the above could work. Adding shops would help.

This area along Mtry-Salinas Hwy (SR 68) especially Tarpy Flats has the best available vacant land for meeting most of the needs for space for 3,654 units of new housing of various price ranges. THIS WILL REQUIRE A CHANGE TO THE HIWAY 68 AREA PLAN BY VOTE OF THE PEOPLE OF MONTEREY!

Do NOT recommend converting any more of the major commercial buildings along Garden Road (four have already been approved for conversion to residential uses).

The JOBS - HOUSING BALANCE do not need to be impacted any further with conversion of commercial buildings to residential uses!!!!

Similarly, Ryan Ranch should remain commercial and not converted to residential. ONE EXCEPTION: City-owned property on former Fort Ord when water is available!

High density housing in areas of unused office buildings

Need to address traffic on 68.

This would be a great place to have additional housing, it's not very walkable and the proximity to the airport might not be as desirable.

This is a good area for higher density housing and housing of all kinds. There is a lot of underutilized land opposite office spaces. My only concern is how increased housing in this area may impact traffic on 68.

Another great area for high-density housing -- both rentals and owned homes. I'd lean toward higher densities, mix of apartments and townhomes; with some storefront retail to serve residents and give it more of a



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neighborhood feel. Cafes/coffee houses could also serve folks who work on Garden Road/at the airport. Great access for biking and transit.

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Rental costs need to be controlled for people who are not wealthy. Instead of capping the total amount ... cap rent based on the amount per square foot, something like \$2-3/square foot of living space. A basic one bedroom - like 9 x 10 ft, full kitchen + a ¾ bath unit but with a full bedroom smaller, start docking the costs? The basic bathroom would be ¾ shower, toilet NOT in the shower, sink. Kitchen = full size oven/stove, full size fridge, sink. If the unit has 2 stove top burners instead of a full oven + stove or a tiny refrigerator, decrease the price based on the missing amenities.

Something like a dishwasher could be a luxury charge like \$5 extra per month for basic kitchen. Granite counter tops? Bathtub? Small amounts like \$5 per "luxury" item that make the unit more than just the basic one bedroom one bath.

Additionally, rent increases should be based on actual improvements in a property, not just because a landlord can increase rent. Landlord remodels a kitchen, cool then CA's 10% increase can be applied to the property – but with a cap of so many years.

As someone who has lived in the same unit for 8 years, my landlady suddenly started increasing rent by the full California determined 10% - BUT this unit has NOT HAD ANY improvements. My income does not increase 10% a year so balancing the cost of living because of this is stressful. Not to mention frustrating because nothing has been improved.

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This area is underutilized and needs more high density housing.

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I am pretty neutral to any housing in this area, especially because I feel like there are limited drawbacks and I think there are not many community stakeholders. But the area is pretty sterile and isolating and it would take effort to provide a community feel if that was desired.

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Bike lanes and buses for Monterey and salinas commuters. Buses are An excellent way to minimize traffic.  
Affordable housing

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This is an ideal area (excluding Garden Road which should remain commercial/office) for new housing but should maintain the scale of Monterey as it is now.

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Traffic congestion is a problem in this area already, more housing would just exacerbate the issue. Perhaps a traffic circle at Jocelyn Canyon and HWY 68 would help some.

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This area needs to go either one way or another. Development should coordinate with future plans for the airport and any expansion of commercial and private flights. The area lacks continuity with other residential areas, and public transportation needs to be considered

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All types of housing could go here but it seems most buildings are fancy and medical. One lane road needs to be considered for traffic and the need for affordable housing for both small and extended working class families. No more mansions that are unaffordable even for professionals like me with a PhD!

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This would be wonderful area for teachers lower income family neighborhood

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Dense housing

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Convert derelict commercial buildings to condos or townhomes. No need for more commercial, focus on housing here only. Add paved sidewalks and bike paths for safer walking corridor to Fairgrounds /Fremont.

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The garden road area is RIPE for residential development. Bigger apartment units can fill a lot of the defunct and unused lots. Along 68 could likely support single family with ADUs and townhomes and small multiplexes.

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This is not a good place for apartments being too close to the airport noise. Instead I could see dedicating formalized a parking project for folks living out of their cars.

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I would indeed like to see a crosswalk and street trees added on Garden Road. I'd like to see more street trees on nearby North Fremont, also. This area could also use a small park where office workers could eat their lunches.

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Too close to the airport would not be a good place for housing. I would use this area for dog parks and maybe athletic courts for more outdoor activities. Perhaps though a formalized place overnight parking lot for those living out of their cars.

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Beautiful tree lined streets along with a playground/ recreational area for the neighborhood. Please provide a great strategy to manage parking in the neighborhood to avoid unnecessary congestion in surrounding areas.

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If housing is developed here, I think they'll need to be improvements to transportation, and strategies put in place to allow the residents there easier access to Fremont, or Monterey.

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This area has a lot of potential to not only meet the State's housing requirements but it could really provide the city with a great opportunity to create beautiful new neighborhoods that would appeal to a large variety of people and economic levels. A well planned grand master plan could create a beautiful housing area with walking paths and a variety of housing that has been designed to be blend in with nature. No plazas are necessary. Just lovely living spaces tucked in thoughtfully within the environment. California native trees and plants to be placed in the landscaping to not only blend with nature but to re-establish that environment that may change due to development.

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Unless the city allows expansion of housing into more neighborhoods than that are listed in this survey this, Ryan Ranch and Fort Ord are the ONLY equitable solutions to solve the housing requirement without putting undue burden on already densely full and established neighborhoods that already have their own sets of problems. Please seek your solution within these 3 zones or open up other (not mentioned in the survey) neighborhoods to be fair and equitable.

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This is a perfect area to expand housing and create new neighborhoods. Mass transit can be expanded easily into this area. Utilizing this land will take some of the burden off of the already denser neighborhoods (such as in North Monterey) that really do not have the capacity to support more housing without impacting the quality of life, adding more parking problems and general crowding and the multiple impacts that will effect so many people in so many different ways.

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Turn this into a dense, walkable neighborhood full of all types of residential and mixed-use properties. There is so much potential here that's wasted on massive parking lots and underutilized office spaces.

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Affordable multi-story housing with a few to be dedicated to employees that work in Monterey. Then they do not have to drive from Salinas or elsewhere that continues to clog up Hwy 68.

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Higher density and many affordable units for Monterey area employees, especially low income. An example in the Hayward area would be relevant to explore. It has been so successful for low income that there is an expansion to include families.

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-It's close to the airport and certain days each week, when any number of jets idle, the fumes smell on the opposite side of 68 from the airport. How can anyone live as close to the airport as Garden Road?  
 -Also, what kind of business would be built? When the fair or the car show happens each year, the residences across 68 hear the trucks, chains, loading and unloading that goes on up on Garden Road.  
 -Traffic is also usually full on 68 to safely access the driveways on 68. (The speed limit of 55 is too high)

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Don't just dump the high density housing next to the airport, but more housing can't hurt.

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Avoid urban sprawl, do not develop on currently undeveloped land

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I want the folks who work in the area to be able to live in the area.

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The water supply does not support additional housing/people, and Highway 68 is crowded enough without adding more drivers.

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Maintain hiking areas and expand biking access for all communities to these areas. Allow for ADUs
This area should be reserved for much needed light industry. So no housing here.
No ingress or egress for traffic.
There is much open space in this area, north of Upper Ragsdale, across from UPS & CSUMB. Good major infrastructure (roads).
Business area.
Will there be reliable public transportation for people living here? Otherwise traffic is an issue but there seems to be a room to grow.
This is the only part of town I feel a few large housing projects would be appropriate, limiting congestion in more densely populated areas. It still benefits from the quiet location and abundance of trees.
This is an area for businesses, not housing.
This area is seriously underutilized and would have little impact on surrounding residential areas. If residential development is created, neighborhood parks and green areas should be included. Additionally, some mix of retail should be included. The issue will of course be noise from the airport.
Too much noise and air pollution being this close to the airport. It should be reserved for commercial use only. No one deserves to live in a polluted area.
there seems to be lots of potential here for multiple unit dwellings. Would there be a need for more frequent public transportation as this area is developed? Be sure and leave some green space, and perhaps a walking trail the length of Garden Road? Seems there might also be potential for some small shops in the area that cater to these residents not having to get in their vehicles to get into cars and drive to get the same items.
Residents would need green open space within this area as it's enclosed by major streets and traffic would increase. Sidewalks and crosswalks, too.
Such a lovely area. Very quiet with office space and trees and lovely weather in Monterey. Also easy access in and out. Outstanding location for housing.
There is so much open land on Olmstead if leaving the airport and going across Highway 68 until you get to the homes that the city or county built years ago as low income housing. Why can't you build on all that open land near where you built the other housing? It seems like the city is trying to cram housing into the smallest lots possible rather than taking over the HUGE empty lots.
Would you live next to the airport?
Yuck, who thinks this is a good idea? Can you imagine the noise trying to live here? Between the airport and the highway, residents won't be able to sleep. I'm concerned about the impact to the heavy rush hour traffic with this idea
If consideration for this area, any residential dwellings would need to be well sound-proofed for the noises emitted by the airport. Sidewalks and pedestrian safety should also be considered, and limits on commercial parking as to allow for a neighborhood feel for those who would live there. I also think there should be research into noise from the airport, and alter take-off and landing scenarios similar to rules in place in Orange County where the John Wayne airport is close to a residential neighborhood. I also think this could be a good area for mixed use and live-work lofts for smaller business owners who can't afford storefront rent in addition to housing costs.
Seems like Garden Rd. Has room for housing units.

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Absolutely increase housing density in this under-used area.

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This would be a great place for some condos, townhomes, apartment buildings. Need to include plaza/parks areas for socializing as it is far from town. Bike paths...?

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Develop housing to complement light industrial and office buildings. Expand public transportation to better serve the residential development. Commercial retail or mixed use is probably not a priority..

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Assuming the traffic and water issues can be addressed, this area seems like it could provide significant housing development opportunities. Would the City of Monterey consider annexing some of the Monterey County land east of the airport along Highway 68?

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I never like the idea of putting low income housing in a flight path so I'm a bit reluctant with my yes. However MRY is a lightly trafficked airport. Seems like a couple of ice communities/neighborhoods (one on either side of 68) could be supported. I don't typically travel 68 at busier times but suspect traffic would be an issue. A few more stoplights would be needed. I think messaging from the city is critical. Adding the required number of units will impose a negative congestion externality on all residents. This burden should be shared across all areas of the city. The NIMBY mentality should be addressed/rejected by the Mayor and City Council members early in the communication process!

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I'd be concerned about noise for residents.

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Do not support housing in environmental hazard areas, like the high liquefaction zone indicated in this area.

In general, I do not support developing open space areas like the stretch indicated here along Garden road as a top tier zone. Much of why I and others came here is to have less density of people and if we plan smartly to keep the non-developed areas pristine and free of pavement, structures and people--the more we will keep what makes Monterey desirable and not become another "bay area" city. In just a few short years of living here, I see that we are already headed on that trajectory.

The other thing to keep in the forefront of planning is that Hwy 68 is already miserable to travel both directions at all times of the day/night. Even if it were widened and/or roundabouts eventually were put in, it is currently already so lacking in accommodating current traffic flow that I can't imagine what it would be like adding potentially thousands of livable units in this area.

SUGGESTION of something to implement if it's not already in place: Other states I have lived in had a common, mandatory practice whereby the DEVELOPER MUST plan and pay for infrastructure (roads, bridges, sidewalks, etc) to accommodate vehicle/foot/other traffic increase and needs a result of the project/development. They had to have the infrastructure built and in place AHEAD of the development, so no project would be built or move forward until the roads, etc were in place ahead of development!!

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This is a good area for additional housing but please do not allow multi-family units adjacent to existing low-density single-family residential.

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This should remain as a business and industrial development area. You have already added too many housing structures and now we need business to support them.

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Garden Road is wedged between the freeway and the airport. There are safety and noise concerns with those uses. Garden Road seems more suitable for industrial uses than any other in the City of Monterey and Monterey needs some area of the City that will be income and tax generating to supply jobs for people and revenue for services. I do not support housing here as residential is not compatible with industrial activity and airports and freeways are not desirable residential neighbors but they are good industrial neighbors.

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This area is/was prime commercial office space and it's disappointing to see businesses move away. I would prefer that this area continue to be used primarily for commercial offices/light industrial.

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Health risk & subsequent law suits to the city.
Given all the business and the airport nearby it would be helpful to include some housing close by for some of the staff to live in.
More housing here with a direct bus line to/from airport to downtown through this area would be great.
Move fairgrounds and airport to Marina (old Fort Ord airport for the military) and build a community of mixed houses with activities for families. First availability of these houses should be for medical staff.
Traffic should be a major consideration. Hwy 68 is a main commuter corridor between Salinas and Monterey Peninsula. Traffic at the airport already gets backed up every M-F morning and evening.
I can see using the old office parks and gyms along Garden Road for new apartment buildings as long as there is available parking included. I don't think more building along HWY 68 makes sense given the already bad traffic congestion. Another residential area would only make it worse.
This is a heavy commercial area that should not have residential mixed in. You are only going to get angry neighbors when the landscaping trucks leave at 6:30am. This area desperately needs sidewalks though!
Good location for housing and mixed uses, except for airport. City should retain some commercial-business park sites
I don't think this should be the primary focus area for housing.
garden road hwy 68 is our green space, leave it alone, garden road is fine as is and offers a change from urban density, also part of a watershed along hwy 68 and jacks peak
more businesses
Mixing housing in with existing commercial uses would work in this area.
Is there an opportunity to develop a "town center"? This could be an area for workers to walk to have lunch and socialize. I have seen in other places, a cluster of restaurants with a central area to eat - fast casual but very good.
I think we should be focusing on areas that already have shops/businesses and could be a nice neighborhood to live in. In my opinion, right next to the airport should be the last option.
More crosswalks and a community park
Maximize the result by building up in multiple stories here, but the question is how much more traffic can this part of the highway handle? It is ideal for people who need to hop on the highway in any direction but handling the flow could be problematic without a lot of planning. Seems like a good opportunity to include park space for residents including a specific area for a dog park.
If new homes are built in this area, they should be dog friendly and have a small, fenced yard. Finding a rental in Monterey that allows dogs and has a yard is extremely difficult.
DOES NOT HAVE THE INFRASTRUCTURE TO ADD LOW INCOME IN A COST EFFICIENT WAY.
This area is good for development adding a few more restaurants, and the area would make a good place for parks for children. This area would be good for several bigger homes to accomodate families.
This is a nice area, people may be dissuaded from there due to the airport noise.
Tarpy Flats and the property owned by the MPUSD are prime development parcels that should be annexed to the City and developed with high density housing. Both properties have excellent access via 68 and have utilities at their doorstep



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Develop with high priority on pedestrian and bicycle access and maintaining or adding open space surrounding residential areas

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I hope the city won't remove trees and green space for development. This would make such a nice residential neighborhood if the airport wasn't there. If more residences are added, consider the walking traffic and safety. Currently Garden Road is traveled at high speed and adding residences could result in accidents when people pull out if not planned well.

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With the airport and industry close by, housing could be added that is more high density. However, that would need more planting along 68 for privacy and noise abatement as well as ways to get in and out of the area. On a special note: ADUs should be encouraged whenever it is not practical to add 2-3 more units to a property lot.

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#### Secured Parking

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This area is favorable for higher density homes and will only minimally impact single family homeowners. good public transit connections would be optimal as this location is not as walkable as some other areas of the city.

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I support the development of Garden Road...I'm not sure I understand what would be developed on the other side of 68. It seems like a nice green buffer before entering Monterey proper. If anything is developed there, it would be nice if it were clustered in such a way so as to avoid strong visibility from 68. I think the redevelopment of Garden Road, which is currently under way, is good case study in why we should be putting more thought into the redevelopment of an entire area like that. We should have thought about open space, what the proper mix of units is, walkability, transportation, and some semblance of architectural cohesion. It just feels like what's happening on Garden road is random, disorganized and poorly designed.

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Convert underutilized commercial to residential. Midrise residential over commercial.

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Safe walking paths along busy roads. Dedicated gated community space for children and pets to play. Lighted pathways within community for walking.

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If no one is using the offices here anymore, make them big complexes and push the abandoned RVs outside of town. The RVs have killed any property value here for offices and companies.

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Never expected this area, but I can see how its an option! I think most people would hate living here, because of how loud the planes are. I lived in the Oak Grove neighborhood and had to stop conversations when planes would go over, so I cant imagine how incredibly loud and mentally draining it would be to be that close to the airport. Honestly, that's gotta be bad for people's mental health... especially during car week.

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Preserve some green/park space here for any new residential uses, to ensure the treelined character of the area isn't lost.

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This area has potential for development, but not much access to town except by car. Airport noise is an issue, I have lives with it on Caasnova and in Del Rey Oaks and it is annoying, but manageable.

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As I currently live near this area, I'd like to more affordable housing added here. Despite the environmental limitations of the airport zone, I believe many people/commuters into Monterey would opt to live here if apartments were developed (repurposing often half empty office buildings).

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I would support housing with density, even mid rise apartment buildings off Garden Road and concentrated in that area that is already developed, but would be wary of development further down highway 68 in the open space areas close to the highway. For areas off of Garden Road, higher level buildings would not obstruct a viewshed, parking could be mitigated with build in lots, and public transportation lines can be established to services the area. I would encourage the inclusion of grocery stores and other services in the neighborhood to cut down on short trips that would cause more traffic on 68, Canyon Del Rey and other areas.

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Tiers 4 or 5 would be enough. This area is already so congested, with only 1 grocery store for the whole Fremont Del Rey Oaks acre

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No housing should be built on directly on Hwy 68. There is too much traffic already and not a place for children and animals. It's a thoroughfare! If anything, 68 should be kept undeveloped and used for widening decades from now when it's needed. NO HOUSING ON 68!

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Given the proximity to the airport, I would see this as commercial rather than residential space. As the airport expands, this would be prime location for a business park, which would be a source of city revenue. Example: A new air taxi company, Joby, has started in Marina. Why not expand to this area with its airport location, and room for a business headquarters?

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Big opportunity for development of single family residences on larger lots East of Olmsted and south of Hwy 68. Keeping this open space is a waste of resources that we can no longer afford.

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Ideal area to build out. Would be nice to have an entire building with only studio and 1 bedroom apartment for single professionals who WORK IN MONTEREY.

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Proximity to the airport and little services make this a bedroom community, but it would work for commuters. High-density housing would work well here.

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Good area for all types of housing since most construction there now is commercial....

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It would seem that there would be plenty of space to accommodate parking for new developments, and since there is both space for new construction and existing structures which could be converted to housing (as is evidently already in the pipeline) it seems to me an area that would withstand a substantial increase in density. It is also already a pretty environment, although airport noise makes it somewhat less attractive for housing. (On the other hand, for anyone who has ever lived in a large city, virtually anywhere in the world, the amount of noise produced by our airport is quite tolerable). The addition of some shopping, perhaps a cafe or two, increased public transportation service, and bike lanes for commuters would be important.

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I believe that this area is a potentially lucrative one as far as building a mix of buildings, perhaps a la East Garrison in Salinas. However, one must remain cognizant of the fact that part of the proposed top-tier locations sits below Tehama Golf Course and other 'pricey' neighborhoods, which will require careful management. Garden Road is not too bad, but Highway 68 is very heavily traveled so access and egress, as well as parking and evacuation procedures are critical in this design.

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In making this commute with my son going to school off of Hwy 68, I'd have to say, great space, yet the limitations of 68 are too great to support additional traffic.

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No changes

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Do not mix high density housing with single family home neighborhoods. This kind of development degrades the character and aesthetics of a single family home neighborhood in spite of what developers and City officials say. Dense housing projects should only be developed on major corridors/streets.

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This area is relatively isolated with minimal foot and bicycle traffic. The sidewalks would need to be updated to accommodate a higher population living on and using Garden Road. That said, I run along Garden Road frequently and I agree that it is a great untapped resource. Its relatively narrow and isolated location feels like it is best suited to mid-rise condos and townhouses. The area feels more "grown up" and "quiet" than apartment-style living in the downtown area, and I think it could be an inviting location for first-time buyers who are looking for something small (again, like a condo or townhouse or duplex/triplex) to call their own.

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Same

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This is not a good place for housing until 68 is expanded.

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Need power and infrastructure improvements.

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Security and safety services are lacking here. We need better ordinances so one can not trespass and loiter.

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In general, all housing areas should have green space and landscaping. For example, the photos proposed in this exercise show nice examples of landscaping with the single family homes on small lots and with the duplex example. The example of the townhomes is the least acceptable. I think all property types are fine. To me the most important issue is the green space associated with any property type. That is important for quality of life while living in these areas as well as the general cosmetic appeal of this beautiful area. Underground electrical utilities should also be considered with all new development moving forward.

As a rental resident in the area I personally would only consider living in a single family home. I do not like the noise that occurs with shared walls. It is also essential to have housing for people with pets. It is financially unfeasible for most working people to buy a home here. The rental market is sparse. It is even more difficult if a dog is part of your family. I pay twice as much in rent here as I did in Florida. My rental home here is very low quality. It is old and out-dated. Yet the properties are selling for 1.6 million. I am a healthcare professional with a great salary. I can afford \$4000/month. Yet, the housing available is very poor quality. I have family in the area and that is the ONLY reason that I stay here.

It is such a beautiful area. It is a shame that housing quality is not better. I do not think our vision for the area matters very much if people cannot afford to live here.

Thank you for the thoughtful investigation into the housing opportunities in Monterey.

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Special survey team allocated to chop down old trees and or trim trees to avoid trees falling on houses, cars roads or power lines. Replace old trees with planting new trees. Re- seal the roads as they are cracking.

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I live directly adjacent to the area described here, and we should develop the heck out of this place. We are on a transportation corridor, and there is plenty of land available. MPUSD just had to close a school in this area due to lack of enrollment. Bring more housing! Lots along the Hwy 68 corridor are larger - incentivize ADUs here (pre-approved plans, etc.). Build the Garden Rd. Project, and look for more opportunities. The land adjacent to Olmstead Rd isn't in your development boundary - I assume it must be county land. Can Monterey annex it? I can attest to the fact that this area is minutes from downtown, as well as Seaside via the highway or Marina via General Jim Moore - it's a GREAT location for medium density housing with parks and preserved open spaces. A direct path to Jacks Peak? BUILD IT.

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Look at better utilizing this area and increasing the density of developments. Also, look at how to better utilize MPUSD school property. Can that old Foothill Elementary school campus be used for housing?

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Fantastic, people love hearing the sound of planes in the morning afternoon and night on their weekends

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Again, empty office buildings should be converted to apartments for employees

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parks with playgrounds. bathrooms and green space, side walks

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Airport traffic makes this area unhealthy and unsafe for residences. Office buildings, yes.

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Single family homes on small lots or condos only on the south side of 68 with access off Olmstead. Garden Road infill with apartments and townhomes hopefully for airport or local business employees to minimize commutes.

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Perfect site for more workforce housing. Easy access to all-mode travel corridors in all directions, close to many major employers, already on major public transit routes, close to major grocery stores and other resident-serving businesses. Some sites may even be suitable for development as small neighborhood parks/greenspace. what's not to like?

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New residential buildings should be mixed-use with stores and restaurants incorporated into the design. Dedicated bike lanes should be incorporated into city street planning. Utilize native plant landscaping. Install roundabout intersections rather than stop lights, and where not feasible incorporate international crosswalks where all vehicle traffic stops for pedestrians. Ensure there are adequate alternative transportation options for residents to reduce the need for personal vehicle conveyance. Increase parking capacity of the airport. Ensure there are pathways to greenspaces nearby.

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I prefer utilizing infrastructure and redevelopment opportunity in the already built areas of the city as opposed to sprawling out into the undeveloped land south of Highway 68.

Re purposing the large parcels along Garden Road would provide for a fair amount of residential living space. Commercial and office space on ground floor , residential space on the upper floor (2 story max height)

Not enough transit infrastructure to support. Would only increase traffic

Please build more housing! We need more housing of all types. AND WE NEED IT NOW!

A mixed-use, walkable community that promotes affordable family housing with easy access to public transportation and nearby shopping, commercial and public services

This is a good area for development because traffic and parking impacts would be minimal.

Good area for many types of housing. Hwy 68 traffic and lack of close by resources (grocery, restaurants, entertainment) would be a concern.

I support building housing along Garden Road, but not along Highway 68.

I realize that the current mandates require that we identify and plan for future housing, but I do not do not truly support housing in this area as the traffic is already problematic, and I think some areas should be commercial and it seems that the proximity to the airport makes this a prime area for warehouses or parking yards for heavy equipment or fleets of vehicles.

This is a lower priority location for housing in my mind. It's not walkable to anywhere but the airport and the few businesses around. It's also LOUD. Noise and exhaust from airplane traffic could cause health problems and stress on residents, especially since this is place where we don't use A/C and windows are usually open.

Light-Industrial live-work studio spaces would be cool over here. I've heard people aren't allowed to live in the garage condos off 68 right now. That's dumb. Let the car enthusiasts live in their garage workshops. This would also be a good option for people with wood-working or metal-working businesses, or musicians who want to live where their practice space is. Some people need loud housing options. So why not provide that over the loud airport?

Of all the places people could pick to live in Monterey, this is probably the last place anyone would pick.

Building housing in this neighborhood would change the character of the area a lot. It's currently a business-park type vibe with very little character. The main road (HWY 68) has a very fast speed limit for a neighborhood and depending on the design of the neighborhood, substantially more crosswalks and possible reduced speed limit would be needed to develop the area. I don't know of many single family homes in the area which would make it a great opportunity for a big apartment/condo community. A better walking path/sidewalk would need to be built connecting to Fremont Street. I think existing rush hour traffic from nearby schools is already a major concern in this and nearby neighborhoods and substantial road work would be needed to improve this problem.

Traffic mitigation will be crucial.

This area should definitely include mixed use options, as there are no food/grocery options back there. All building and development should aim to retain the most trees and also add in a public park for the new residents of this area. Greenspaces are essential to well-being.

Noise mitigation will be important. Infrastructure to allow bike commuting both to downtown and Ryan Ranch would be useful.

Commercial office, business park, light industrial.

Maintain a lot of mixed use area. Parking should be built into any new residential projects for residents. New housing should not be available to those looking for investment properties and/or 2nd/3rd/4th homes.

Unfortunately this is one of the best parking areas for commercial trucks and live-in vehicles, so even though it would be a great area for multi-unit housing, there would have to be plenty of parking within the developments themselves

Six stories with grocery store and other commercial amenities, bike/ped path, and better transit service.

This is a beautiful area and would be good to put more homes.

All residents need to share in the pain where development might be appropriate. There is considerable fire danger, no support services and lack of transportation resources in this corridor which would make residents dependent on car travel for basic necessities like grocery stores. For limited mobility populations like seniors, it might be a good location for senior housing if the development included groceries, sundries, outdoor space for seniors to live in dignity.

Great job identifying this area for housing. This is a good opportunity to create dense housing projects - it's away from neighborhoods to avoid NIMBY opposition.

business, hotel, restaurant. Near airport

Despite the distance from the downtown area (stores, government buildings, offices), this region shows great potential for housing provided that greenspaces are created in addition to ensuring that access to transportation is easy to utilize as well.

This would be a good area to expand for building housing. The only thing that might be disruptive is aircraft noise when they take off over NPS.

This area strikes me as more commercial/industrial. Residential units in this area would be isolated.

Green belt community park/recreational area, designated pedestrian crosswalk with flashing street lights on Garden, sidewalk connecting Garden to Mark Thomas Drive, elevated pedestal/bicycle bridge from Olmstead over highway 68.

I think it should continue to be used as is. There are businesses and medical office buildings there already. I don't think residential housing would fit in very well at all. I was under the impression that there was going to be a new hotel built on the site of the old gym. Not much action there over the past few years.

traffic concerns on Hwy 68 must be addressed

I don't really want any new housing in the area. People are leaving California for states that tax less and are more business friendly. If we don't let people come here illegally, then we may not need more housing in California.

Any new housing will have to be very carefully considered: the highway 68 corridor is already dangerously overcrowded leading to everyday near misses and actual collisions. Before housing is added in the Garden Road section, a very careful plan for how to handle the additional traffic must be made. At the very minimum, roundabouts should be constructed at Jocelyn Canyon, Olmstead Road, and Canyon del Rey.

This area is far enough from downtown and lighthouse to allow housing development without degrading the character of those areas. It also has room to accommodate increased traffic as long as parking is planned. This area could use more development of small community hubs with shops, restaurants, and common areas to support the new residents.

We'll need parking for residents and space for businesses on the first floor. The city needs to work with the local business associations and come up with a streamline and business friendly process for new small businesses to open. The majority of small businesses in town feel that the city is not business friendly and make the process for opening businesses here in Monterey extremely difficult. We also need to make sure that the developments match the beauty of the area and don't just choose the cheapest looking design. The aesthetics of the buildings need to match the area.



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All housing should be encouraged here, along with commercial/mixed-use areas to reduce vehicle trips. Encourage corner markets and small convenience shops, along with entertainment options as this is more remote from the primary downtown and New Monterey areas.

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Yes and No. I think putting housing on Garden Road is much better than on HWY 68. That area already has the building plots, infrastructure, etc. for building houses. The section on HWY 68 would mean putting in so many things to make it livable, like sewers, plumbing, wiring, etc.. Plus, that section HWY 68 is already so backed up during rush hour and having more housing units right off the highway would only make it more so. Also there will be a lot of pushback about taking out all of the trees and land that is currently open space. The land always, always floods during rains as it is down a hill. It is very pretty as open space right now instead of a bunch of houses. Also there aren't very many amenities in the area. Anyone that lives there will have to have a car in order to get to any of the stores that are in Monterey or Seaside. I believe there are bus routes but none that are very frequent. It makes more sense to put the housing units somewhere that is closer to the things needed. Stores, schools, work, etc.

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Not the most desirable with airport noise during the early morning or day. But could handle increases traffic & land available.

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Highway 68 widened to 4 lanes from York south. Traffic circle Olmsted. Garden Road widened.

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The majority of units in the city could be on Garden Road. Continue to develop the abandoned and overgrown properties.

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This area would make the most sense to build. I suggest the type of housing that allows for more people would be the best, especially low-moderate income housing. Parking always should be taken into consideration.

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Transitional area for high-volume tourists. Incentivize public transport with workplaces.

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Garden Road - Ugh. Isn't that where the rundown motor homes sit? Improve walkability & encourage businesses to move to this area. It's underutilized & lacks an identity but it's a fabulous area with great parking!

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This seems like a great spot for housing. The office spaces that are here currently seem to be mostly vacant and those spaces could be much better utilized for housing. It's a beautiful part of our peninsula that seems to be underutilized.

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Since this area is close to the airport, I would think that lower rise buildings will be mandated. Road access to this area is good though just as Ryan Ranch and former Ft. Ord.

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Only place housing on Garden Road. Do not build along Highway 68.

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## RYAN RANCH AREA

### **Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Ryan Ranch is the sort of development that requires people to drive which is not part of a low carbon/climate-friendly future. Hwy 68 is too busy to realistically safely be used for bike commuters. Adding housing in Ryan Ranch likely just adds to the traffic problem. The only possible option in my mind is housing directly tied with workers at existing commercial properties within Ryan Ranch which would allow for walking or bike transit to within Ryan Ranch. Even so such residents would be driving for groceries, getting kids to school, etc.

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Workforce housing for Ryan Ranch tenants.

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I just want to have the ability to own property near where I work one day. I worked really hard as a Marine and in graduate school after that, and am now an extremely rare case having been hired back to be a Korean language assistant professor at DLI as a civilian after being a DLI student myself around 10 years ago. And yet I have no hope of ever owning property in the area with a pay of about \$83,000 a year. DLI Faculty are highly skilled, highly educated, extremely hard working professionals who do critically important work for this country and yet we by and large have to rent simply due to the location of the Presidio. And property managers can gouge as much rent as they want because they can rely on the federal government to increase our locality pay just enough to keep pace.

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pickleball courts 8-10 for the community...mainly medical and commercial

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Sidewalks would be important

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Need to develop shops and services on Ryan ranch to support new residents there.

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This development should remain as is -- totally commercial. Mixed use is not appropriate -- no city services are nearby, or too far away!

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High density housing

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I think there is a lot of potential here. It doesn't have a lot of walkability, and it is important to consider how the increased traffic would affect access to the large number of medical facilities in Ryan Ranch.

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This could be a good area for more high density housing. The Ryan Ranch area is dominated by office buildings. Cookie-cutter high density housing developments in this area wouldn't change the character of the area much.

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Rental costs need to be controlled for people who are not wealthy. Instead of capping the total amount ... cap rent based on the amount per square foot, something like \$2-3/square foot of living space. A basic one bedroom - like 9 x 10 ft, full kitchen + a ¾ bath unit but with a full bedroom smaller, start docking the costs? The basic bathroom would be ¾ shower, toilet NOT in the shower, sink. Kitchen = full size oven/stove, full size fridge, sink. If the unit has 2 stove top burners instead of a full oven + stove or a tiny refrigerator, decrease the price based on the missing amenities.

Something like a dishwasher could be a luxury charge like \$5 extra per month for basic kitchen. Granite counter tops? Bathtub? Small amounts like \$5 per “luxury” item that make the unit more than just the basic one bedroom one bath.

Additionally, rent increases should be based on actual improvements in a property, not just because a landlord can increase rent. Landlord remodels a kitchen, cool then CA's 10% increase can be applied to the property – but with a cap of so many years.

As someone who has lived in the same unit for 8 years, my landlady suddenly started increasing rent by the full California determined 10% - BUT this unit has NOT HAD ANY improvements. My income does not increase 10% a year so balancing the cost of living because of this is stressful. Not to mention frustrating because nothing has been improved.

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This area already has larger buildings and would be ideal for mid-rise buildings and bigger/taller housing.

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**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This area already has larger buildings and would be ideal for mid-rise buildings and bigger/taller housing.

I would love to see single family homes, with town homes, ADUs and duplexes in the mix, with some community spaces like a community rec center or a park. It is such a beautiful area that is centrally located and could be a wonderful option for young families wanting to be in the area and not looking to be in a higher density downtown area.

Affordable housing. Bike lanes and regular buses for commuting to salinas.

This area should be maintained as is, Monterey needs an area where new business/industry which can create jobs can locate. This is the place.

See previous commenst

This area already looks so elitist...it's beautiful but nothing looks affordable. Maybe some areas could be dedicated to lower income and another for medium income. It seems medium income families like mine are stuck in between with either no affordable rentals and don't qualify for lower cost housing. This needs to be addressed! There seems to be so much potential for land development here with some space in between but I doubt any contractors would even consider this “middle class conundrum.”

Add a Restaurant for those that work in are around RR

Add businesses below to serve workers and potential new residents if mixed use is built. Need restaurants, deli's, dry cleaning, convenience store/mini mart, small format grocery store, charging stations, etc. Add amenities like Stone Creek in Del Rey Oaks but in Ryan Ranch in Monterey.

A great area for higher density housing, as long as the immediate area also has a growth in commercial services. It is a relatively connected area so can support more housing without stressing the transit infrastructure, as long as more bus routes are added.

Yes to mixed housing for CSUMB students in mind. They might be close to the shopping center on 218 and 68. A nice park for them to exercise in would be perfect!

It seems to me there is great potential for small urban parks throughout this area. This would give a lunch destination to office workers who could use a walk and a bench where they could eat a sandwich. Preserving some green space in this underdeveloped are is a high priority.

Ryan Ranch might be a great place to develop for CSUMB student housing. This would include a shopping complex for groceries, drug store and pharmacy. Also, tennis courts, pickle ball courts and a dog park maybe. Not sure about the airport noise though, so that would be a factor to consider for any housing there.

There is is so much potential within these spaces. The solution for the State's housing requirements are in this area along with Fort Ord and Garden Road. This is the perfect opportunity for the city to create a beautiful, well planned neighborhood within the beautiful nature that Ryan Ranch still provides. Multiple types of housing that appeal to different people and economic levels that are tucked away within nature and have beautiful walking paths. No need for plazas and such here. Just nature. Re-landscape with only California native trees and plants and expand mass transit if necessary. So many people live in Monterey because of it's beautiful nature here. This is the neighborhood for that. It will be appreciated by so many people. This is your answer and I hope you plan it well with a Grand master plan for the area and stick to the nature theme. You will be proud of it.

This also is the answer so you do not drop a burden onto already heavily developed, densely populated, already established neighborhoods that will not absorb the state's requirements well without compromise. Do not waste this opportunity to do this well with the 3 remaining zones that are perfect for a beautiful, creative development.

**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Add parks

Like the Garden Road area this area is also ideal for expanding and creating new neighborhoods for the City of Monterey. This will also take the burden of expansion off of the more dense areas such as in North Monterey. Expanding mass transit and creating housing and neighborhoods within this spacious area would be a major asset for Monterey as it is difficult to find new housing in Monterey as most neighborhoods have been long established and built. I don't think you need plazas and live music. It is a beautiful area located in the heart of beautiful quiet nature. Trees and any landscaping to be added should be California native trees and plants to blend in and contribute to any that have to be removed for development. And that would also continue with the beautiful aesthetic that nature provides in this area. This could be lovely. If well thought out, the City could expand into underutilized areas for the necessary State requirements without burdening it's already full neighborhoods and create a lovely, quiet, nature inspired and very desirable new neighborhood with housing for all types of income.

Ryan Ranch is another candidate for creating a lush, walkable neighborhood full of various residential and mixed-use properties. The vast plots of underutilized parking and office spaces are an ugly waste of land.

Please utilize the vast space here for multi-story apts or condos that have restaurant/grocery/pharmacy businesses on the first floor so tenants do not have to drive to get necessities.

Higher density and many affordable units for Monterey area employees, especially low income.

Traffic could be an issue, considering development in this area would be car dependent.

I want the folks who work in the area to be able to live in the area.

Ryan Ranch should also be reserved for light industry use. Monterey sorley needs good paying jobs!

Thank God we have an area with lots of land and room for development. Go for it!

Business area

People who work at sites in Ryan Ranch could walk to work but public transportation is needed to counter parking and traffic issues.

Would benefit from some services such as a small grocer

Given its central geographical location, we could focus on incentives to build essential worker housing and provide affordable financing.

I wouldn't consider housing in this area which is right under the airport flight path. Just asking for problems. I work there and definitely could not live peacefully with that level of noise

This is an area for businesses.

This has strong potential for mid-rise apartments and townhomes and a mix of housing and retail. Additionally, green space such as trails or parks should be included.

I support housing here simply because it's so desperately needed in Monterey, but it's far from the city center where I want to be. I do not desire to live here, between the medical centers and airport with heavily trafficked 68. If more housing is built, please create a recreation path for walkers/cyclists to connect to downtown. We need 68 to be less trafficky for everyone's wellbeing.

Add more public transit for residents in Ryan Ranch & Garden Rd.

**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Putting homes near medical buildings makes sense as long as there are also other amenities- small market, coffee shop etc

Open green space would be needed for residents.

I was not aware of the soil issue, but this seems like a great area for development. The Ryan Ranch architecture for the medical offices, etc. all seem to be about 2-3 stories and many in fact look like apartments or condos from the outside. Housing embedded in the area could be seamless.

Improve all aspects of Active Transportation infrastructure, creating more protected and connected bike lane networks.

More housing right on Highway 68 - much rather new housing was built behind Ryan Ranch.

Mixed use properties with commercial on the first level and residential above would be helpful in this area. Ryan Ranch would benefit from more restaurants that people could enjoy before, between, and after doctor's appointments.

I think this is the up and coming area of Monterey. Beautiful, sunny, and close to everything, it's a great option! I would even love to see homes with garages. Just no HOAs, please! They cost extra and make it hard to afford long term for working class teachers like me and my husband.

Any new housing in the area will improve it, whatever can be built should include plans for small restaurants, coffee shops parks, anything to make it more welcoming to homeowners.

Continue to develop larger medical facilities to allow independent doctors and dentists to move out of downtown converted older homes and into rental spaces at Ryan Ranch.

Ryan Ranch seems like an ideal location for developing considerable public-private partnerships for workforce housing!

Lots of space for a community with a more residential feel. Also has some road alternatives to 68. Build a small bedroom community with duplex and small single family. Maybe a few low rise apartment/ onto units as well. I'm thinking a mini version of something like Irvine, CA.

I think this is a good spot for new housing, but would need to have excellent public transit service and some retail amenities in the area to reduce the need for residents to drive everywhere.

Do not support developing open space, vacant land. Also do not support building near or in hazard areas (in this case high liquefaction zone).

ALL development going forward (homes/business/other) should be subject to a mandatory practice whereby the DEVELOPER of a project MUST plan and pay for infrastructure (roads, bridges, sidewalks, etc) to accommodate vehicle/foot/other traffic increase and needs a result of the project/development --- AND have the infrastructure built and in place AHEAD of the development, so no project can commence until the roads, etc., are in place ahead of development!!

Additionally, especially in areas near the rarity of open spaces in a city, such as this area near Ford Ord and Ryan Ranch, I STRONGLY feel if any development occurs, in addition to the infrastructure mandate suggested above, I believe open area parks/community gathering places/skate parks/playgrounds, etc should be incorporated into the design of whatever is developed in this area.

This is one of the best places to add housing, since it is commercially-zoned with ample parking.



**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Perfect area to develop mixed usage and types of housing. Already have a good amount of business, but now they need housing.

Look at multiple story apts, this area has water rights

Monterey needs industrial and research areas of the City to diversify revenue to maintain services. Ryan Ranch has been identified as an area with such potential. If we do wind up zoning that area for housing though, please designate Garden road as industrial without a residential overlay.

If large new buildings are necessary, Ryan Ranch would be the best location.

Health risk

2nd priority

Second priority

There are so many health professionals that work in this area that commute from Salinas - like nurses, admin assistants, etc, if you create closer affordable housing they might be attracted to moving closer to work.

I don't have as many specifics about this area, but it seems like it would be good to have a small circulator bus to connect with 68 often.

As someone who works in this area, we need more food options. Some of our employees only have 30 minute lunches, which means they do not have time to travel to get lunch. The small shopping center on Canyon Del Ray and HWY 68 does not have enough parking, or commercial food businesses to support any growth in the Ryan Ranch area. I think we should also be selective on which business can enter Monterey county to ensure it would be beneficial to our community.

A limited number of town homes or apartments here could be possible. I do not support adding over 3,000 new housing units to Monterey given our traffic, parking and water limitations.

HEAVY commercial area with building/changes happening every day. This is not a place for any residential build. You do need to change the CC&R's so that more food service/restaurants can be built for the employees working in Ryan Ranch. The family that owns Monarch Village will not open or sell to anyone so that there is food service available out there.

Maintain open space with future developemnt

Housing here should be planned to create a cozy community of units among trees, grasses, open spaces, parks, walking and bike paths, plazas and community gathering spots. Don't just create density from open space. Balance the open with some housing, but Balance is key for happy humans.

I don't think this is a suitable area for housing.

The airplane noise is terrible in this area.

leave creek area alone

Keep offices due to airport flight route--- more parking and better planned lots. I find myself going in circles trying to find a way out of the parking

more businesses

It would be good to mix housing in with the existing land uses in Ryan Ranch.

**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

If we develop housing in this location, it would also be nice to have some small shops/corner stores/things that make living in a neighborhood convenient.

Less appealing to me just because it is far from much other than office space, but for those who work there I guess it would make more sense, or those who just want to be further away from the center of things. Perfect spot for lots of planned parks and playgrounds.

If new homes are built in this area, they should be dog friendly and have a small, fenced yard. Finding a rental in Monterey that allows dogs and has a yard is extremely difficult.

I AM AGAINST A CONCENTRATION OF LOW INCOME HOUSING IN OUR CITY AND PROPOSE INTEGRATION OF LOW INCOME INTO EXISTING BUSINESS AND/OR RESIDENTIAL AREAS NOT EXCEEDING A 20 PERCENT TRESHOLD.

I think this area can stay more business, the area does need more restaurants and places for the people that work there. maybe nice restaurants for dinner as well

Ryan Ranch is a business area, with medical facilities. I do not think this is an appropriate place to build housing. It will further increase traffic on the 68 corridor.

For now Ryan Ranch is a semi industrial/ office area. This use seems to fit the area at this time.

Like to have a mix of housing and retail adjacent to Ryan ranch with an emphasis on easy pedestrian access and bicycle routes

This is office park area. I would hate to see more impact on the oak trees and local flora and fauna than has already been done. This doesn't seem like a good place for residential. No restaurants, no services, no community.

Putting housing about and/or integrated into business/commercial areas is my favorite way to add housing AND get rid of cars. Can easily add more green space and shops.

I would love to see underground parking options to free up space on the streets. Also, more retail spaces and open spaces to gather and socialize.

Mix of residential and shopping with public gathering places with adequate parking. Xeriscaped to save water.

Secured Parking

Why would anybody want to live in an ugly office park?

Prime location for in-fill housing development. Will need to add support (i.e. shopping, etc.) infrastructure to reduce traffic impacts.

Traffic is gonna start to suck out here.

This would be a great place to put housing particularly for people who work at Ryan Ranch.

Caveats:

1. There needs to be services here
2. There needs to be good public transportation and/or bike paths to move people around and get them to town
3. It's a great place for mixed housing -- can serve the medical community as well as the teachers, police etc. of Monterey
4. Parking and walking paths need to be put through the housing..

**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Gated communities with amenities on site such as laundry, gym, pool and parks for children and pets to play. Lighted pathways for walking. Small market or gas station.

This area is a business park and should NOT have residential dwelling units. Traffic is already a huge problem on Wilson Road to York Rd to Highway 68

Ryan Ranch should be the business hub of town but there are so many complexes that have sat empty for decades. If businesses aren't taking them, convert them to small plots or complexes that allow people to get on to 68 and wherever they need to go.

I love Ryan Ranch, this is a great location for so many different types of people too! Especially for people who prefer to feel more "outdoors" rather than in town, since they are closer to larger parks like Garland Ranch. I imagine this is also a great place if you have a dog (which is hugely important in this area!) A community park of some kind, and some nice nature trails would be really nice here.

PARKING NEEDS TO BE MADE AVAILABLE. The city makes WAY TOO MUCH money off of residents getting tickets while at work or at home, or the parking garages. Its just ridiculous and greedy.

If new housing is to be built, we'll need strategies to manage parking in the neighborhood."

However the design, be sure to preserve parks and open space character of this oak-wooded area for any residential and community uses.

I'd like to see a grocery store built in this area. It would be supported by Ryan Ranch residents as well as residents of Del Rey Oaks and residents living near Hwy 68.

To me, this area is not living up to its industrial / commercial potential and in some ways its sort of isolated location is an opportunity to develop new planned communities here. Because it is not a very walkable area, I would opt to create some housing for a demographic that is middle-income and uses cars, drawing away some of these residents out of the central Monterey area where cars are not necessary to get around. I especially think that there could be redevelopment of office buildings as fourplexes or townhomes to meet key housing needs considering the impact of the COVID-19 pandemic on remote work / joint or co-working spaces.

I understand why housing in Ryan Ranch is logical in some ways- it is already highly developed and would not involve the removal of open space. Commercial development there and some infrastructure exists, yet more would need to be added to service new residential neighborhoods. In other words, it does not make sense to add housing without grocery stores and other essential services so that you don't have thousands more cars spilling onto highway 68 at all times of the day. That road is already woefully crowded. If Ryan Ranch is targeted for housing, it should be done as villages, with parks, and trails that connect neighborhoods.

A mix of homes and business to serve the residents would work well to support the businesses out there. Retail stores to serve the residence would be required.

Lots of space at RR. Wave your magic wand and just do it.

Another great location for dense housing supporting short commutes to businesses.

With the end of the airport runway so close, I feel this should be the lowest priority, complaints will follow purchases.....

See my observations about the Garden Rd. area--the same comments apply to this area, although since there is even more space, I would advocate lower density new construction (low rise apartments and condominiums), in addition to any possible conversion of existing structures which would presumably be higher density. Given the increasing number of people being employed by the expanding Montage empire, perhaps they could be enticed to

**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

use some of their resources to contribute to the development of new housing at a cost level which the vast majority of their employees could actually afford. Lack of affordable housing I know is a major problem for their staff, and makes recruiting and keeping staff at Montage increasingly difficult at all levels except for the very highest.

This is a highly-commercial area, with many doctors’ offices, as well as a CHOMP annex. It appears to have as boundaries both Canyon Del Rey and Highway 68, both of which are heavily traveled. Many of the doctors’ offices are privately-owned, akin to condos. Hence, I would expect pushback from this group.

This seems like a reasonable option for space, yet there is no real neighborhood experience. Perhaps housing for Ohana staffing?

Do not mix high density housing with single family home - low density - neighborhoods. This kind of development degrades the character and aesthetics of a single family home neighborhood in spite of what developers and City officials say. High density housing projects should only be developed on major corridors/streets.

I embrace this out-of-the-box idea. It's an interesting idea and it could easily work (especially for people who have to commute). I wonder how well mixed-use construction would work here... perhaps lunch spots and/or cafes that cater to the business crowd would be a successful pairing with 2nd and 3rd floor residential units. With the advent of work-from-home, there might be a lot of opportunity for existing property owners to keep their business tenants on the ground floor and convert upper levels to residential space. Given that Ryan Ranch is remarkably isolated for people without a car, housing here should cater to a quiet, home-body demographic.

Same

Special survey team allocated to chop down old trees and or trim trees to avoid trees falling on houses, cars roads or power lines. Replace old trees with planting new trees. Re- seal the roads as they are cracking. Have special allocations for excess cars owned by homeowners instead of parking on roads which is not a good site to see.

Sure do whatever you want here. Tehema will love it

parks with playgrounds, bathrooms, green space

A main concern of added density in Ryan Ranch is Hwy 68 traffic. But except for airport noise, it’s a good opportunity for housing.

I would want to see speed controls with added residences. Already, cars drive too fast. Speed calming, speed bumps/humps would be needed; current buildings include many medical offices, and drivers need consideration. Night-time lighting would be needed. Consider a stoplight at the intersection of Upper and Lower Ragsdale near the FedEx complex.

Housing would be best as rentals or condos for medical professionals or others working in the Ryan Ranch area. This would decrease traffic on Highway 68 and other arteries. I often see Ryan Ranch employees walking in the area on their lunch breaks. They might also enjoy walking to work. Ask CHOMP and Montage and the other businesses there what they need.

I was previously employed at Ryan Ranch, and still need to travel there at least once per week.

Current office park generates thousands of completely unnecessary vehicle trips everyday, because there are NO basic services for the thousands of people who work there -- no restaurants, no mini-mart/take-out food service, no dry cleaner, no ATM, etc etc. And to make it worse, there isn't even a walk/bike path to the commercial development at the Canyon Del Rey intersection! So every lunch hour, everyone has to get in their car.....

If you really can't add housing because of the airport safety, at least solve these glaring planning mistakes! If there

**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

were rental housing available in the area, a lot of employees would gladly give up their commutes, and maybe some services/retail would follow. If there can't be housing, put in a walk/bike path and a shuttle service (for the mobility limited). I'm sure the city of Del Rey Oaks would love the extra sales tax revenue that Monterey doesn't seem to be interested in.

New residential buildings should be mixed-use with stores and restaurants incorporated into the design. Dedicated bike lanes should be incorporated into city street planning. Utilize native plant landscaping. Install roundabout intersections rather than stop lights, and where not feasible incorporate international crosswalks where all vehicle traffic stops for pedestrians. Ensure there are adequate alternative transportation options for residents to reduce the need for personal vehicle conveyance. I ensure there are pathways to greenspaces nearby.

I think the area along Boundary road would provide for single family homes with optional ADU's.

not enough public transit to support housing this far from city center.

Please allow for the building of more housing! We are in desperate need of more housing.

This area would be the perfect spot to provide workforce housing for those employed in the region, with accessible shopping and commercial spaces linked with pedestrian and biking pathways and convenient public transportation to other regions of the county.

This is an excellent area for additional housing. It would be good to also add a small market, gas station, restaurant, and other amenities for residents.

Seems like the perfect place for low density housing given the vibe of the area. Not many resources available without getting in a car.

I support housing on land that has already been developed and is under-utilized, but I don't support building properties that have not been developed. I also do not support any additional housing along the 68 corridor.

Noise and liquefaction risks are very concerning. Addressing those risks will increase housing construction costs. Requiring only a small percentage of housing units in these high-risk zones to be affordable units may facilitate housing development without major corner cutting to keep costs down.

Multi-family and mixed-use housing would be most compatible with the official park type developments there now. The city will need to consider providing public park space, or requiring housing developments to incorporate outdoor spaces since there are no parks in this area. Improvements in sidewalks and bike lanes could encourage people who work in Ryan Ranch to live in the new developments. But serious considerations for transit connections and increased car traffic will need to be addressed before a lot of housing units are added.

This is another opportunity to live-work spaces, but no artists or craftsman would knowingly sign up to live in a liquefaction zone where their work could easily be destroyed in even a minor earthquake. I'd only recommend live-work studios on better soils.

In general I'm pro-high density housing but this neighborhood might be fine with single family homes, since it's already somewhat remote and has only vehicle access to businesses. I personally would not want to live in this area because it's extremely loud from the airport but I could see suburban families finding it pleasant.

Leave this area as zoned for industrial and business. Monterey needs the taxes generated here.

This is getting to be too far out of town. Any development is basically sprawl and residents will be driving everywhere.



**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Having housing in this area should be designed to accommodate those that work in Ryan Ranch in order to cut down on commuting. But there will have to be other types of development such as a grocery store, hardware store or these residents will be commuting to those facilities. Can this be a self-contained community?

so much space here, I understand the airport clearance but this area would be ideal is there a way to re-route airport probably not but this area seems ideal for housing

Office park, light industrial. Reserve park space.

Maintain a lot of mixed use area. Parking should be built into any new residential projects for residents. New housing should not be available to those looking for investment properties and/or 2nd/3rd/4th homes.

Six stories and grocery store, lunch/dinner options, and other commercial amenities. Better transit service.

With the workforce at Ryan Ranch, adding housing may make sense for employees as well as CSU Monterey Bay students. There would be an impact on Highway 68 which is congested many times during the day.

Ryan Ranch should remain as is but maybe add more professional offices to this area. I would like to see a new hospital build somewhere there as they would be close for all those doctors who have to travel between CHOMP & SVMH. If any housing were to be built in this area then I would suggest it be for visiting doctors, nurses, etc... for a reasonable amount. Maybe build a Ronald McDonald House in this area when we have a team of doctors who are the best and they draw patients to this area. What is stopping us from being the next Stanford?

We do not need all of these office mega developments. CHOMP has enough property, too. Build dense multi-family housing. This area is close to major arteries and highways.

business park

business park, so buildings that support business

Build lots of housing here. So much unused space and it's a great area for those commuting w easy access to 68 and hwy 1.

This area is for business/commercial/industrial. Air traffic noise would be a big concern. Anyone living in this area would be isolated from the rest of the residential community.

additional traffic on hwy 68 must be addressed

This area should continue to be used as it is now. There is already construction of additional office parks, etc., going on in Ryan Ranch that will further impact the traffic on 68. Additional traffic in this area will only add to the nightmare that is Highway 68 in the mornings and evenings. I am concerned for the safety of the young drivers at York School who have to negotiate this traffic every day. Already, 68 needs roundabouts desperately, and that's without additional traffic from construction of residential buildings. Let's work on adding roundabouts at Jocelyn Canyon, Olmstead Rd., Canyon del Rey, San Benancio, and Los Laureles Grade.

This area is far enough from downtown and lighthouse to allow housing development without degrading the character of those areas. It also has room to accommodate increased traffic as long as parking is planned. This area could use more development of small community hubs with shops, restaurants, and common areas to support the new residents.

We'll need parking for residents. We also need to make sure that the developments match the beauty of the area and don't just choose the cheapest looking design. The aesthetics of the buildings need to match the area.

All housing should be encouraged here, in addition to multi-use buildings with commercial components, maintained open space areas, convenience stores, and corner markets with food options.

**Ryan Ranch Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Has become a medical area with Montague buildings & other commercial, but could have residential housing. Would need a market?

A town house and small single-family home planned neighborhood as seen on Reservation Road in Marina. Including parks, restaurants, food stores, gas station, transit center etc.

Continue to concentrate light industrial and medical business in the area. Provide low impact owned and rental housing for workers in that area. Improve bus transportation circulating in the area to connect to regional transportation hubs locally.

This area can support more traffic. CITY PLANNING - develop a 30-year plan that includes real neighborhoods with parks, shopping, schools, & other infrastructure to keep people local. Don't overdo it, though. Keep the green space & moderate for fire / drought risk.

Because of the avigation easement issue, I think that lower rise residential development in this area is appropriate. Ryan Ranch as well as the adjacent Ft. Ord lands are more viable than other areas of the City because of access to and from the Peninsula. Both of these areas should have closer shopping especially for food. Safeway in DRO is the closest and requires getting in a car. If this area and Ft. Ord held a critical mass of residents, then shopping would be more viable.

## FORT ORD AREA

### **Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

This is open space that provides connectivity and additional habitat for animal and plant species, some of which are regionally rare. There is not great access to shops or work. I would put this area last for development and instead focus on greater density in developed areas of Monterey.

Build it so there's a neighborhood center with some shops w/housing above and gathering places. Incorporate walking paths and parks. Don't do traditional subdivisions where people drive into garages and don't know their neighbors. Walking paths, parks. Make it dense, build up.

This would be a great opportunity to expand the Monterey community if well thought out and done with intentionality. Transportation will have to be part of the planning (i.e., bike paths, MST route).

I just want to have the ability to own property near where I work one day. I worked really hard as a Marine and in graduate school after that, and am now an extremely rare case having been hired back to be a Korean language assistant professor at DLI as a civilian after being a DLI student myself around 10 years ago. And yet I have no hope of ever owning property in the area with a pay of about \$83,000 a year. DLI Faculty are highly skilled, highly educated, extremely hard working professionals who do critically important work for this country and yet we by and large have to rent simply due to the location of the Presidio. And property managers can gouge as much rent as they want because they can rely on the federal government to increase our locality pay just enough to keep pace.

single family homes with rec trails connecting with other community rec trails...community centers...plaza for community with community center with senior center to mix with early childhood center...pickleball courts...ball fields

Anything could work but sidewalk's should be included.

Fort Ord is a gold mine of usable space. It's entangled in a typical post military base use plan no doubt. This area could support a lot of residences and multi use. And it begs for improved public transportation. How about a light rail train?

This area needs to be considered with Ryan Ranch and Garden Road -- the area is in close proximity and currently lacks totally and city services and transportation connections!

Needs public transit, plazas, basic amenities

Keep as open space since recreation and habitat protection are crucial in our area. The housing crisis is best addressed by in-fill, re-development, or reuse of areas that are already vacant or could be updated. Additionally, there are numerous protected plant and wildlife species that occupy this area or depend on it for breeding/foraging. Yes, a large chunk of interior Fort Ord is protected, but maintaining this border area as natural open space serves as an important buffer between the protected interior and developed perimeter.

If some level of development is on the horizon for this area, please make it a park or trail system that mutually benefits the community and sensitive natural resources. Plus it connects to Fort Ord National Monument, preserving the natural protection and landscape features. That approach follows precedent with our community's values.

I think this area would give a lot of people an opportunity to get more space (hopefully for less money).

Road system in/out of that zone will need to be improved/made safe for additional people living/commuting in that area. General Jim Moore and surrounding roads have become a freeway during commute hours and is already shows signs of overutilization.

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

It's right next to Ryan Ranch, which is dominated by office buildings. This could be a good area for higher density housing. With the access to water credits, this area would be good for getting new housing developed quickly.

Good housing potential; accessible to bike routes and transit. Feels more like a residential neighborhood than a mixed use area.

Housing and shopping/grocery stores should be available along with improve infrastructure- traffic flow wtc

Rental costs need to be controlled for people who are not wealthy. Instead of capping the total amount ... cap rent based on the amount per square foot, something like \$2-3/square foot of living space. A basic one bedroom - like 9 x 10 ft, full kitchen + a ¾ bath unit but with a full bedroom smaller, start docking the costs? The basic bathroom would be ¾ shower, toilet NOT in the shower, sink. Kitchen = full size oven/stove, full size fridge, sink. If the unit has 2 stove top burners instead of a full oven + stove or a tiny refrigerator, decrease the price based on the missing amenities.

Something like a dishwasher could be a luxury charge like \$5 extra per month for basic kitchen. Granite counter tops? Bathtub? Small amounts like \$5 per “luxury” item that make the unit more than just the basic one bedroom one bath.

Additionally, rent increases should be based on actual improvements in a property, not just because a landlord can increase rent. Landlord remodels a kitchen, cool then CA's 10% increase can be applied to the property – but with a cap of so many years.

As someone who has lived in the same unit for 8 years, my landlady suddenly started increasing rent by the full California determined 10% - BUT this unit has NOT HAD ANY improvements. My income does not increase 10% a year so balancing the cost of living because of this is stressful. Not to mention frustrating because nothing has been improved.

I envision a well planned community that works with local environmental planning groups to ensure the oak land habitat is preserved where possible and environmental impacts are mitigated. I would love to see the housing grouped in spaces, surrounded by the open space. I think this could make the area very desirable as well.

Bike lanes and more buses for commuting to and from salinas. Road improvements to ease congestion

Monterey needs areas where new job generators can locate. This area is too remote for housing without supporting services nearby.

This would seem to be natural for new residential areas. Airport noise, Laguna Seca traffic, public transportation, and access to stores need to be taken into consideration.

This area has so much potential for cute neighborhoods with smaller family homes and tiny homes! There is also space for apartment buildings which may tackle this “middle class” problem. What is important is affordability and not having only military families be able to rent/buy in the area since there seems to be somewhat of a tendency to give them priority. The rest of us that don't want to leave Monterey, but are going to be forced to leave, need a place too. As the only autism evaluator that is bicultural in this area, I can say with confidence we need to keep our professionals who aren't rich in the area!! Affordability seems more a possibility in this area.

This area should be kept as is with respect to the nature already there.

Keep Fort Ord as open space. Add trails and parks. Concentrate growth on redevelopment, infill, or increased higher density to existing developed areas.

I would want to keep this area as nature only

Student housing.

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

I prefer to keep Ft ord wild!!

An absolute yes for this area! This is the one! Of all of the areas in this survey you save the best for last!!! There is no need to even begin to burden the previously listed areas that are already developed. Adding a burden of more housing to those areas is borderline absurd when this could be the most beautiful new development of stunning homes surrounded by nature. This one along with Garden Road and Ryan Ranch are your solutions to the State's requirements for additional housing.

Imagine a brand new neighborhood with a variety of types of housing tucked into nature with beautiful walking paths and parks. Imagine continuing with only California native plants and trees to keep the beautiful nature going. This could be the BEST place to live in Monterey. Create a beautiful master plan with nature in mind and create multiple types of housing for various economic levels and expand mass transit to the outskirts of this beautiful neighborhood oasis of quiet and beautiful Monterey nature. THIS is why many people live here. Give this to them!!!!

This is untapped potential. People would love this and your requirements are met. Please try to see the big picture of this and not willy nilly add ridiculous burdens to the already full area. THIS if the future. People want nature. People want new. People want quiet. People want low density. THIS IS YOUR SOLUTION. PLEASE.

Include parks/ recreation areas

Like the Garden Road and Ryan Ranch areas - this area is suitable for the expansion of housing that the State is requiring of the City. By developing into these areas you will be taking this burden off of the more densely populated areas that really cannot withstand more housing such as the neighborhoods in the North Fremont area. This area, if well thought out, could sustain multiple types of housing with an expansion of mass transit. It also is quiet and beautiful with nature so take advantage of that and create a complimentary aesthetic in the designs and layouts. Keep it quiet and special - no need for a plaza etc. Not everything has to be city oriented. Many people live and move here because they love and crave nature and all it's beauty Let's create something beautiful that all could enjoy. Landscaping should be mandatory of California Native plants and trees to not only blend in with the nature that is there but to also mitigate any loss of like vegetation in the development process. This also could be a lovely, highly desirable neighborhood with a variety of housing and values in the homes to accommodate a variety of incomes.

Use this space to create a beautiful, walkable neighborhood full of residential, mixed-use, and park spaces.

Please expand all types of housing and open all avenues of commute.

This feels like the natural place to expand. But water is still a major concern as well as traffic issues. And limit or exclude vacation rentals. We need places for people to live!!

Avoid urban sprawl, prioritize building housing in areas that are already developed

I want the folks who work in the area to be able to live in the area.

Need to maintain this unique ecosystem of wildflowers and birds

Any new housing in this area needs to also include green areas and walking paths for the residents to enjoy

Fort Ord is a large area that can support all types of new housing. But again, efforts should be made to attract light industry to this area as jobs are much needed in the Monterey area.

Keep any development from blocking ocean view. Plenty of Land here. Go for it!

Maintaining park and open space designation, wetland and riparian habitat, and landscape permeability for wildlife movement From Fort Ord National Monument across the 68 Highway Corridor. This wildlife corridor is



**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

essential for maintaining landscape connectivity and supports plant and animal dispersal and genetic exchange between populations in Fort Ord National Monument, Jacks Peak, and the Santa Lucia Range. These properties also present some challenges to be developed for housing, including unavoidable impacts to rare and sensitive habitat. Some properties in this area, or potentially required improvements on adjacent lands, are subject to a tri-party agreement between Del Rey Oaks, The City of Monterey, and Monterey Peninsula Regional Park District that limits allowable uses and improvements and highlights the importance of onsite stormwater retention for any future development. This area also has very low walkability and relatively low access to supportive services that healthy communities need, likely generating relatively high increases in VMT relative to other locations.

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Area to expand. Spread them out. Present building are too close. Too congested!

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Lots of room but transportation is needed.

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If the city can create its required housing units without spoiling this undeveloped land, it should. This is a resource that should be preserved for as long as possible. Maybe mid century when the sea level starts displacing Montereyans it would be worth reconsidering

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It's my understanding that there isn't enough water in this area to support housing.

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As this is green space, I'm not comfortable with developing it. It should be left as is.

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Ft Ord National Monument gets over a million visitors a year, many entering thru gateways with no parking or restrooms. Cities should preserve the natural areas around the monument, and provide access with amenities. Keep wild places wild

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I prefer to protect this area for recreational usage and vegetation and wild animal protection. One of the reasons people love living here is that they enjoy time outdoors in nature. If we keep developing these large natural areas, we'll live to regret it.

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I supported housing in all the other areas, but have concern about this area. Maybe I do not understand the area well enough, but my first impression is to keep Ford Ord as open space. I believe we need open space corridors connecting to all the other open space corridors for animal migration. Also, I think we would be adding to the already huge traffic issues along 68.

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Leave as nature preserve. Clean up the munitions pollution and restore the land as a recreational space only.

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Generally supportive of this idea but this does feel a bit like “let’s stick these people way out here away from the \$\$\$”.

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This area should be mixed use with plenty of off-street parking and shopping readily available. This will increase traffic on 68 and Jim Moore so that needs to be addressed - how do we get 68 to be 4 lanes wide anyway?

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Let's leave as much open space as possible, and not spread more into this area.

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There's so much room at Fort Ord. Good place for low income housing.

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Fort Ord needs to be a park for recreation and open space.

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I think this is one of the most exciting f areas for development, but the price of recently added properties is over a million. My husband and I are teachers who work in Watsonville and Salinas. Marina would be a great place for us to live and commute. However, we can't afford living there, and HOAs do not work for us since we own two cars, which means one wouldn't be garaged and most HOAs use a lottery system for street parking, which means it isn't guaranteed. Speaking of, it would be a great asset to get some type of teacher assistance program for owning

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**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

homes. I know some exist, but they do t offer enough incentives. For us, the ideal situation would be to have a property with an ADU that we could rent out.

Don't like the idea of building on un-developed land. Re-purpose the existing housing first. Not familiar with this swathe of Fort Ord but if there are water credits, then this area is ripe, and probably can support some new homes.

Substantial housing, even if the water credits are potentially available, would result in greatly increased traffic along some of the main arteries of the Peninsula. Those would need to be addressed to make project here desirable. (It sounds like this area is not in or immediately adjacent to any former Fort Ord ammunition ranges or has already been cleared, right?)

Not sure but think this area should also be developed to help spread the burden of meeting the required number of units across the entire city.

Excellent public transit will be key here and some local retail amenities if feasible. I wouldn't be in favor of higher rise structures given the lack of tree cover and flat topography more generally.

If it's not already, I believe with ALL development going forward (homes/business/other), it should be a mandatory practice whereby the DEVELOPER of a project MUST plan and pay for infrastructure (roads, bridges, sidewalks, etc) to accommodate vehicle/foot/other traffic increase and needs a result of the project/development -- - AND have the infrastructure built and in place AHEAD of the development, so no project can commence until the roads, etc., are in place ahead of development!!

Additionally, especially in areas such as this beautiful open space in Ford Ord (which I prefer be kept without structures/development if possible), I STRONGLY feel if any development occurs, in addition to the infrastructure stated above, I believe open area parks/community gathering places/skate parks/etc should be incorporated into the design of the development.

This is a great place for additional housing because it is currently open space. But, please preserve ample area as open space. Also, it would be best if there were services available for residents - ie. grocery store, gas, maybe a small restaurant.

I don't have enough information to complete this question wisely. What is the environmental impact of developing this area? I love our wild areas and would prefer to keep as many of them intact as possible. Keep open spaces open. If this is already an impacted area and the water is available, the yes to development, but a fully planned out development with infrastructure to support both the residential and business side of things.

probably the best opportunity for many units.

I would prefer to see industry and research at the former fort ord property. I'm aware housing is the most cost effective construction on that site, but long term but that may not be the best use for the long term fiscal health of the City. If the Fort Ord Property does become developed for housing, please designate the Garden Road area as Industrial without a residential overlay. Monterey needs some area of the City for income and revenue generation

If large new buildings are necessary, Ft. Ord would be the best place (along with Ryan Ranch).

This would be a good place for new housing developments. But it NEEDS TO HAVE HARD METALS REMOVED. It also needs to have a new plan FOR THE TRAFFIC!!

First priority

First priority

Top priority

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Since this is the far south side of Ft Ord, further from CSUMB and the Reservation Road housing area - this is a distinctly different zone. Like the Ryan Ranch and Airport zones, you could develop a nice community integrated into the nature of the area, with the hills and trees nearby, this could be a great place for kids.

Housing should be priority over new business.

Limited new homes could be built here. It should be limited due to the current congestion of traffic on HWY 68. I do not support adding 3,000 new houses in Monterey.

Great place to build additional housing! Would love to see community living, mix of housing and restaurants.

Support development in area as long as not visible from Highway 68 and sensitive resources are protected.

While we need additional housing, we also need open spaces. Creating higher density housing in already developed areas is a far better solution than continuing to cover open spaces with new developments. Fort Ord should be left undeveloped.

Housing in this area should be thoughtfully placed, and a street grid should be developed to better integrate this area with Ryan Ranch, Highway 68, Highway 218, and General Jim Moore Boulevard.

Too much airplane noise in this area for housing.

open space nature preserve wildlife corridor

more restaurants and businesses

Development in this area would be primarily auto orientated. Street and road improvements would be needed to better connect South Boundary Road to General Jim Moore. Connecting the FORTAG trail to Del Rey Oaks and Seaside for safe and comfortable bicycle and walking connections should be mandatory if this area is developed.

I believe there are better areas in Ft Ord that can be redeveloped for housing that have better access to shopping etc. This area along Boundry road is a bit isolated and may be better left as open space, though single family homes are needed and could go here. Boundry road needs a good shoulder for bike lanes or even better would be a separate parallel bike commuter lane linking N side of Ryan Ranch to General Jim blvd.

This area could use more restaurants in support of the workers. Seems a missed opportunity.

I'd like to see how this piece would interface with the plans that Seaside has for development in the Ord.

Most underutilized potential ever, start building now. Focus should also be on maintaining a balance with open space, field sports opportunities, playgrounds. Great potential for families. Build smaller homes with 3 bedrooms in addition to the larger 5 bed places.

If new homes are built in this area, they should be dog friendly and have a small, fenced yard. Finding a rental in Monterey that allows dogs and has a yard is extremely difficult.

This area should have a mix of housing and shops: working force affordable housing needs to be looked at thoughtfully. with a plaza for socializing, green spaces, listening to live music, and events.”

- A community cafe style library hub- to encourage people to come out, and utilize that space, not just for signing out books, etc. Elderly can drop by and have a conversation with a high schooler for example. Built a library of the future, serving the needs of the community and the generation ones ahead.
- We'll need strategies to manage parking in the neighborhood."
- EV car ( Solar panel) charging stations are both added to residential housing and commercial structures.
- Maximize the land space available, by going for more structures that will utilize the land to its maximum, respecting the Environmental hazards and such. Meaning, if in a lot a Mid rise 4-5 story complex can be built, this

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

should take precedence over building a 2-3 story on the same land.

- Built with a strong future anticipating the needs of current and future generations
- Grocery stores, pahrancy.

This area has great potential for growth in housing. I would like to see homes to accomodate extended families, house of 4-6bedrooms. to accomodate elder parents in homes.

This is an area with land that can sustain larger or multigenerational families or those people with pets. However, it will increase traffic congestion on Imjin Road.

Maintain beautiful open spaces and wildlife habitat. encourage walking paths bike paths and green space.

No services, no restaurants and it would destroy open space. Let's not take out more oak trees and natural habitat. This is not a good place for residential development. It's office park central.

This area creates an entire new neighborhood. Focus on green buildings, mix of housing, entertainments and businesses to create a place that does not need cars.

more homes access to wokr and cheaper housing would be nice

More affordable housing!!

Residential community comprised of high density multi family structures and SFR with common areas similar to East Garrison but more affordable.

Secured Access And Parking

I prefer to keep Fort Ord Wild

Seems this is a "necessary" expansion option. Do projects like this require cooperation with neighboring towns? With the projected sea level rise/ storm flooding it seems building inland would be best option. Are these projects being built with future technologies in mind? Solar panels/ building batteries for the inevitable PG&E failures? Rain capture? Mixed use here with small cafe/ convenient store options.

I don't think this is a good area for housing...it's not really close to anything. Maybe assisted living or skilled nursing? It's close to the CHOMP buildings at Ryan Ranch which could be convenient for eldercare facilities and residents that aren't necessarily "coming and going" much.

Great opportunity for adding housing. Will need to add support (i.e. shopping, etc.) infrastructure to minimize traffic impacts.

This would be a great spot for transient use.

This would be a great place to add housing, with a couple of caveats:

1. There needs to be services nearby
2. Transportation options for the residents
3. There needs to be a mix of housing options so it doesn't turn into a "project" or ghetto

Dedicated community spaces for children and pets to gather and play. Well lit Walkways for safe walking. Retail and grocery stores, and businesses that cater to teens such as a photo studio, arcade, bowling alley or mini golf etc type place, restaurants, gas station, skate park, community parks for picnics (like toro park) play structures for climbing as well as water play areas for children to use in the hotter months.

Leave it open for public use as hiking/biking trails

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Build anything and everything here. Keep in mind, this is WeatherTech Raceway Laguna Seca's main entrance on race weekends as NIMBYs have killed off using 68 as an entrance. Any housing here should include a traffic plan with lights or roundabouts to keep things moving.

Great for huge apartment buildings, would be a great area to have a larger outdoor community space as well. Maybe even a dog park and pool! I don't know the area too well, but 68 can get quite traffic-y, so making sure there are plenty of roads to get in/out of this complex during those times will be key to not creating chaos. Easy access to public transit too!

PARKING NEEDS TO BE MADE AVAILABLE. The city makes WAY TOO MUCH money off of residents getting tickets while at work or at home, or the parking garages. Its just ridiculous and greedy.

Attempt to retain as much pine-forested canopy as possible with any planned developments and open-space for residential/park/recreation use here.

This area has good potential for development as a neighborhood with mixed housing types and if water is available for 240 homes, it should be developed.

This is a very small strip of land, and with congestion on Canyon Del Rey we will need better traffic control

It would be a mistake not to seize the opportunity to develop eco-conscious dense affordable housing in this vacant area with so much potential to meet our key housing needs. I believe to make this area well-developed would require the 240 units to be a variety of types of housing from apartments to duplexes, and even permanent transitional housing for those making the journey away from being unhoused. I'd also like to see a community resource center with a park that could bring together the diverse future residents and emphasize/require sustainable practices in this community (composting, recycling etc...) When new housing is built, it will be important to have strategies to connect these folks to reliable public transportation to access the commercial / other centers in Seaside/Sand City as well as to central Monterey.

It absolutely makes sense to add housing in Fort Ord, given the location, water and proximity to open space. However, I would be vehemently opposed to single family homes there or anywhere in Monterey. We need to create density which means apartment complexes or fourplexes, townhomes and shared spaces. I would support very small single units that were designed in village clusters to encourage more communal neighborhoods, cultural exchange and shared spaces like gardens, parks and gathering spaces. Again, we need to also build grocery stores and other essential services into these neighborhoods to reduce the need for car travel between Monterey/Seaside/Marina and reduce traffic.

Low density housing would be suitable. Otherwise, too much traffic is created. We have sooooo much traffic now, more housing will exacerbate traffic issues.

This area should become the new, new Monterey given all of its space and potential. This area should support the greatest number of families given the large number of schools in the area and access to shopping in Seaside and Monterey. It should support higher density owner occupied housing such as single family home and town homes.

Another bedroom community. Traffic is already bad here, but it makes sense to add more housing here. Especially if there was a connector to the safe parts of Fort Ord.

All forms of housing should be used here. Extreme sound proofing to mitigate airport noise would be necessary.....

To me, this area provides the most flexibility as there are no current projects in the area. I believe we could put a mix of housing to 5 stories maximum. I suspect that there will be pushback from Pasadera residents if the buildings are too tall as their houses were sold on the basis of views. As well, building height should be limited as planes landing at the airport tend to begin their descents quite a ways out from the airport. Oftentimes, at Ryan



**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?”**

Ranch, one can read the plane’s identifiers just by looking up. Both this area, as well as Ryan Ranch, would experience lots of noise

This would be a bit sad to see, though it has good access.

Whatever is built, I would prefer it to be QUALITY with an ecofriendly vision. It is heartbreaking to see these massive neighborhoods going up (Shea, East Garrison, etc.) with little regard to sustainability (solar, efficient, etc.). The era of McMansions is over with growing concerns for climate change. Minimizing the number of apartment complexes is also preferred.

Lastly, would love to see ADU’s supported in all neighborhoods as this creates more housing opportunities.

Would very much like to see great chunks of the former Fort Ord remain relatively wild. East Garrison, for instance, is too clearly an indicator that these housing projects are neither well-planned nor securely funded.

Do not mix high density housing with single family home neighborhoods. This kind of development degrades the character and aesthetics of an established single family home neighborhood in spite of what developers and City officials say. High density housing projects should only be developed on major corridors/streets.

The City of Monterey should be pushing back against the State - the governor and the legislature - for mandating these ridiculous housing requirements on a coastal city, such as Monterey, with the water and fire issues we deal with in our community. Monterey should follow Huntington Beach’s lead and sue the State to regain local control of planning decisions. Any housing development that Monterey approves should fit the existing neighborhoods. Monterey should not allow high density projects in single family home neighborhoods. Monterey is a very special place. It is a first class tourist destination for good reason. Let’s keep it that way.

I have very mixed feelings about this. On one hand, if I look at this land development as an extension of Del Rey Oaks (even though Del Rey Oaks is an entirely different municipality), then I can accept it. If I look at this land development as an encroachment into the open-land that I adore and that makes me love living here, then I hate it. That said, water credits are water credits, we don’t have many parcels so ready for development on the peninsula, and technically it isn’t National Monument land. It’s in the perpetually-sunny section of town, and it is peaceful (all good things). Objectively, this is a good location for people with cars who want standalone homes, duplexes/triplexes, and/or townhomes. If I had the opportunity to purchase property there, I would strongly consider it and just accept the fact that we can’t protect every inch of open land (we can only do our best). I STRONGLY suggest building housing with a variety of square-footages, styles, and price-points here. If we’re going to develop land from scratch, then mix-in some 2-bedroom townhomes or duplexes with the 4-bedroom freestanding homes. I YEARN for a 2-bedroom, 1-2 bathroom property on the peninsula. They are great for single adults, small families, and seniors... and you can fit many of them in a small footprint... likely making it easier to meet our required housing targets.

Same

Build the housing here.

Need better access from 218 and 68 for cars.

Grocery store needed here.

Create something that will bring lots of tax revenue for the City here.

Special survey team allocated to chop down old trees and or trim trees to avoid trees falling on houses, cars roads or power lines. Replace old trees with planting new trees. Re- seal the roads as they are cracking. Have special allocations for excess cars owned by homeowners instead of parking on roads which is not a good site to see.

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Roads to be swept and cleaned thoroughly. If cars are not parked on road side it will be much easier for road cleaning

Whatever you want to do here

Simple, one bedroom apartment buildings should be built for low income employees ( homeless ) with frequent bus service available.

Monterey as well as the city of Salinas should invest in a fleet of small electric buses that should run every hour, giving incentives for employees to use them. And run big buses only when an established demand is there. It's embarrassing for a city to watch these almost empty buses lumbering on lighthouse, day in day out.

grocery store, parks with playgrounds, bathrooms green space

The intersection with Hwy 68 where Laguna Seca golf course and York Rd all meet is a MESS now - so backed up at rush-hour that cars can't enter Hwy 68. The Fort Ord area is a prime area for housing, especially an apartment building, but please take the heavy traffic on 68 into consideration.

Also, public transportation needed.

Mixed developments with apartments, small lot single family and townhomes, for purchase or rent with "club" type amenities for the community and open space in the hazard zone. Single family large homes are not the way of the future.

Am I correct in seeing only a sliver of available land? If so, that doesn't seem right as there are acres and acres of Ft. Ord land. Please don't build luxury single family homes like what's been done already. Those houses has almost zero set back or back yard and they sell for \$800,000K +

Dedicated bike lanes should be incorporated into city street planning. Utilize native plant landscaping. Install roundabout intersections rather than stop lights, and where not feasible incorporate international crosswalks where all vehicle traffic stops for pedestrians. Ensure there are adequate alternative transportation options for residents to reduce the need for personal vehicle conveyance. Ensure there are pathways to greenspaces nearby.

probably the best spot but needs more public transit to/from city center - a Jazz D line that goes from CSUMB to Monterey Transit center?

Please allow for more housing! We are in desperate need of more housing!

A mixed-use, walkable community that promotes affordable family housing with easy access to public transportation and to shopping, commercial and public services. I believe Fort Ord and Garden Road corridor affords the best opportunities without impacting the city's historic resources.

A mixed-use, walkable community that promotes affordable family housing with easy access to public transportation, with development to include shopping opportunities

This is the best place for new housing, provided that some amenities could be added, ie grocery store, gas station, restaurant, etc.

Most types of housing would work in this area. Public transportation and more infrastructure (grocery stores, restaurants, personal care, etc) should be brought in.

Definitely needs a mix of housing, shops, and community areas as it is pretty much a blank slate now.

This seems like a great place for new medium density housing. Single family and 2-4 unit multifamily buildings are very compatible within the same block. Allowing for a mix of housing types on each of the lots will prevent a cookie-cutter look like the other Ft. Ord housing developments. Providing small private yards for new houses

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

would be a big selling point to buyers and renters. Since this area is more isolated than other parts of Monterey, it would likely appeal to people who spend more time at home and want a quieter community.

Development of this area will need to consider adding public parks, ADA compliant sidewalks, bicycle routes, and transit connections...which means getting Del Rey Oaks to play along. Seriously, no more bike boulevards to nowhere - it's a waste of money. Increased traffic on 68 also needs to be considered. If there's hundreds of units of new housing added around the airport and Ft. Ord, making 68 a 4-lane highway from CA-1 to York Rd would likely be needed.

I didn't see my neighborhood, New Monterey, in this survey. I would like to add that free-standing ADUs and dividing existing 1 and 2 family houses into more units should be prioritized in New Monterey. Right now, the lack of available water credits is preventing homeowners from being able to provide more affordable rental units on their property. And when people build units without credits, and the city finds out, they are fined and we lose a housing unit. There needs to be a pathway to making existing non-compliant ADUs compliant without removing the unit. Making it possible for new water credits to be granted for ADUs and subdividing buildings is the fastest and easiest way to create more affordable housing in Monterey. It would also make homeownership more affordable as homeowners could generate rental income for their ADUs. Monterey needs to focus on the low-hanging fruit first when it comes to creating more housing.

Additionally, we don't need any more hotels in Monterey. There is plenty of hotel redevelopment opportunities in the area. Water credits need to be prioritized for housing for FULL-TIME RESIDENTS. New housing shouldn't be luxury units. We have enough of those already.

This would be a weird place to build housing because it's completely disconnected from the nearby neighborhoods and people drive extremely fast on Boundary Road and treat it like an extension of the highway. I also was under the impression Ford Ord property could not be developed due to toxic groundwater, but maybe this small area is not affected. Similar to Ryan Ranch, I would not want to live here because it's disconnected from the rest of Monterey and situated along what I consider an unsafe road, however, it might make for a decent suburban style development.

Should be the main area of focus for now. Still need water!

This area should be retained as parkland, but more amenities like parking, trails, and benches should be added in. It's too far away from services and any non-car based transport is hampered by the dangers of biking or walking along Hwy 218. This can be a mitigation bank for the other developments in the city that will undoubtedly cause some take of trees or habitat.

This area will have the same problems as Ryan Ranch - the need to have supporting businesses - groceries, hardware etc.

another area with a lot of potential. Need to have AFFORDABLE homes built and preferably rental housing so apartments or triplexes.

Plan and build to include adequate on street parking in addition to garage and driveway spaces. Dedicate park space for playgrounds not just to walk a dog.

Maintain a lot of mixed use area with green and community gathering space . Parking should be built into any new residential projects for residents. New housing should not be available to those looking for investment properties and/or 2nd/3rd/4th homes.

Again, affordable workforce and senior housing are most in need. A development with a community garden and outdoor spaces to congregate, and a walking loop would contribute to the health and well being of residents.

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?”**

Six stories. Grocery store and other commercial amenities. Better transit service.

Fort Ord goes for miles and has the room to build hundreds of new homes of all types. YES! Of all the places on the peninsula I would start here.

Ask CSU Monterey Bay to pay a development fee since their students would benefit from affordable housing in the area. Also, would like to see a 1,000+ units of senior housing -- high rises with care and support built in that allows seniors to live in dignity.

Another great area for housing. I'll buy here if you build before I die. Nice and sunny. Just add some commercial/retail space and parks and it could be paradise.

It seems as though four-door it would be an ideal spot to have accessory living. But it would need several amenities for it to be viable, i.e. shopping center, gas stations, grocery stores, etc..

A mix of housing and access to shopping and transportation via the Dunes.

We need a mix of low income, student housing(apt's), townhouses and small lot single family dwellings. A good example is East Garrison. Ample parking is a must do. Local amenities like food shopping and housing/family support stores(i.e.: hardware stores, etc.)

May not be the most desirable area to live due to aircraft noises from the airport approach.

More affordable housing, denser housing

Mix of housing for all age groups and family size, grocery stores, schools, walking trails, central park for picnics, enough roads to help with flow of traffic, HOAs for each neighborhood to help keep the standards of the neighborhoods up to par. A neighborhood swimming pool and club house for neighbors to gather.

I'd love to see other parts of Fort Ord developed for housing, but this area would have the same negative impact on highway 68 and 218 traffic as construction in Ryan Ranch would have.

This area is far enough from downtown and lighthouse to allow housing development without degrading the character of those areas. It also has room to accommodate increased traffic as long as parking is planned. This area could use more development of small community hubs with shops, restaurants, and common areas to support the new residents.

We'll need parking for residents. We also need to make sure that the developments match the beauty of the area and don't just choose the cheapest looking design. The aesthetics of the buildings need to match the area.

This is an excellent area to become a bedroom community. I envision the Fort Ord area to become a hub for small and medium scale industry. The retail businesses that spring up will make this zone a lively place to work, live and play.

All housing should be encouraged here, in addition to multi-use buildings with commercial components, maintained open space areas, convenience stores, and corner markets with food options.

Again a similar issue with the HWY 68 section. There will need to be a lot of infrastructure put in. Amenities as well. If anything is built there, hopefully it isn't huge, multiple-story buildings. There would also have to be consideration of the natural land around it. It would be such a shame to just bulldoze it all for cookie cutter homes that don't add anything to the landscape. Which I know isn't the main concern but it should be taken into account!

**Fort Ord Area Question 3 (10-Minute Survey): “Describe your vision for the future of this area. What other activities, improvements, or amenities would you like to see here?...”**

Another area with possibilities, but with airport traffic noise, but where else is there any opportunities ? Could handle traffic. Has good existing roads into Monterey & Del Ray Oaks shopping areas. Might be the best area for adding housing to Monterey.

create planned neighborhood with townhouses and single family units on small lots with own stores.

Having open space with trails for hiking, biking, running and walking are very important to me. Fort Ord should remain open and more trails with access to those activities should be considered.

Maximum density housing development in smaller multi family rental and owned homes developed with the amenities of small communities with walkable services within the community. Plan a public transportation hub in the new community.

Keep it open - provide better parking & infrastructure, especially to reduce pedestrian & traffic accidents / deaths.

I'll start by saying that I have been supporting environmental causes for over 50 years and I've served on the board of directors of this area's leading land stewardship organization which is dedicated to the inclusive, diverse, equitable access to natural preserved open spaces. With that preface, this area of the former Ft Ord is sadly a very viable location for development of new housing. I say this because of access to roads and lack of impacts on existing residents. I think that such a development could be created in such a way that it is modern & low carbon footprint. It should also contain some conveniences such as grocery so that it would reduce trips.

Lets put lots of housing here.

**In-Person Outreach and Submitted Comments**

Maximize urban core density - Avail of reduced parking requirements (AB 2097) to match of exceed 88 du/acre maximum already available along Alvarado

Plan for more centralized parking garages to serve higher density

Create streamlining process to clear CEQA/NEPA for projects that meet min density (20 du/acre)

Prioritize projects that meet minimum density (20-45 du/acre) for permitting/entitlement

Eliminate discretionary review for projects meeting minimum density and/or affordability levels (15% VLI/LI or 20-40% moderate with scaling incentives such as setback reductions or FAR increases)

AHOs should include their own minimum densities and development guidelines that allow for easy (streamlined, ministerial) design and approval

Find a density level across urban sites that allows for at least 2/3 of RHNA to fit before using Fort Ord

Plan for density along arterial routes that justifies increase public transit service

Rather than just assigning sites at current zoned densities (30-45 du/acre depending on state density bonuses) create affordable housing overlays (AHOs)

Aim for only 1/3 RHNA (or less) on Fort Ord

Whatever must be on Fort Ord, ensure transit routes extend to serve out at 15-30 minute internals to minimize vehicle traffic

Ensure mixed use on Fort Ord so residents may both live and work



Who will build new housing? Private investors?
Too many high-brow investors reduced opportunity to own
Salinas slender housing authority
“Where’s the water?
Looking forward to 2023 plan – important to protect tenants, builder’s remedy concerns
Casanova Oak Knoll Rec Center, is it open?
North Fremont is goof for housing, but we need to consider parking
More affordable housing needed
Housing is good, tents no good. Need water/infrastructure
Less SFR (single-family residences), more condo, fourplexes, etc
Need more affordable housing
Bike – rec – path I’d like the no motorized vehicles regulation enforced
We need a way for everyone to have a chance to get affordable housing. Larger apartments could help house families. Another issue is parking, and it would help to have more
Modify light Fix at junction of Pacific El Dorado and Martin. Light too sensitive to cross traffic. Sometimes more than you are impending flow
Convert unused commercial property to residential
Pacific/Munras/Cass should have a mix of shops and housing with a plaza for socializing and listening to live music
Build affordable apartments where they tore down 1940’s Fort Ord barracks
Allow additional ADU units to be built on single-family home properties in Oak Grove neighborhoods
If more housing, traffic considerations need to take place
If new housing is built, we need strategies to manage parking in neighborhood
I’d like to see a crosswalk and street trees added here
Expand (make bigger) the Monterey Library. Gov. Newsom just gave millions to some libraries.
Safe bike routes along Fremont to More Thomas for example
Safe pedestrian and bike paths. More connectivity for those who bike, walk
More affordable Section 8 housing
Focus more on small housing units (apartments) than full-size houses. Also, infrastructure and the upholding of culture (historical landmarks, art) should take precedent over housing.
I would not build on new land. Build up Seaside along main boulevards (go up to 4 or 5 stories). Save open land!
Don’t put houses near an existing airport. You will get noise complaints endlessly.

---

Bike path in the middle of the road on North Fremont is a fail. We would have been better secured with a sidewalk uplift similar to Broadway in Seaside.

---

I think there should be a toy store at the mall

---

Monterey Train. In work again

---

A tiny permaculture community for sustainable and affordable living

---

Housing creates infrastructure concerns. Where do the pipes go?

---

Good use of land here (Ryan ranch)

---

Do not build on more open land

---

A better question is how dense do you want new housing to be. Affordable?

---

Stop gentrification. We need affordable housing for everyone.

---

We need to think of the homeless too. It's a big issue here. Housing and mental health

---

We should make affordable, multi-use zoning a common thing here. Monterey has abandoned housing and walkable neighborhoods.

---

Please create housing that would be available for teachers. We have a shortage of teachers due to no affordable housing.

---

Don't change the character of Downtown Monterey!!

---

Try not to harm plants or animals homes. They have feelings too!

---

Do not build on more open land along Highway 68 or Fort Ord boundary. Protect open land! Agreed x 2! Agreed x 4!

---

You cannot add houses near an airport. People will complain about the noise all the time. See Santa Monica Airport.

---

Affordable housing should be close to public transit. So maybe public transit should be expanded as well. Agreed

---

Command higher rents and sales prices??? My daughter and I are leaving Monday. Born and raised here and we cannot afford it

---

What type of pipeline?

---

...Toxic Waste, mostly toxic waste though

---

I just submitted the 10 minute housing survey, but I forgot to say that I feel Monterey needs a lot more public art displayed. We just returned from a trip to Oaxaca, Mexico, and were very impressed with the abundant murals ,statues, posters, giant puppets, music, etc. Many workshops were available, especially to youth, to develop their skills in various fields. The vibrant streets of Oaxaca were a real inspiration!

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REQUIRED TO BUILD 3,654 HOUSING UNITS IN THE CITY OF MONTEREY.

---

NECESSARY WATER FOR THESE UNITS IS THE BIGGEST CHALLENGE.

---

MONTEREY IS A VERY UNIQUE COMMUNITY. NOT THE NORMAL CITY FOUND IN MANY PARTS OF AMERICA. A HIGH PRICED CITY.

---

POSSIBLE SOLUTIONS: BUILD UNITS AT TWO SITES ON GARDEN ROAD. THE OLD RACQUETBALL LOCATION AND THE OLD TRIDENT PROPERTY.

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CHALLENGE MAYBE GETTING APPROVAL FOR THE FAA

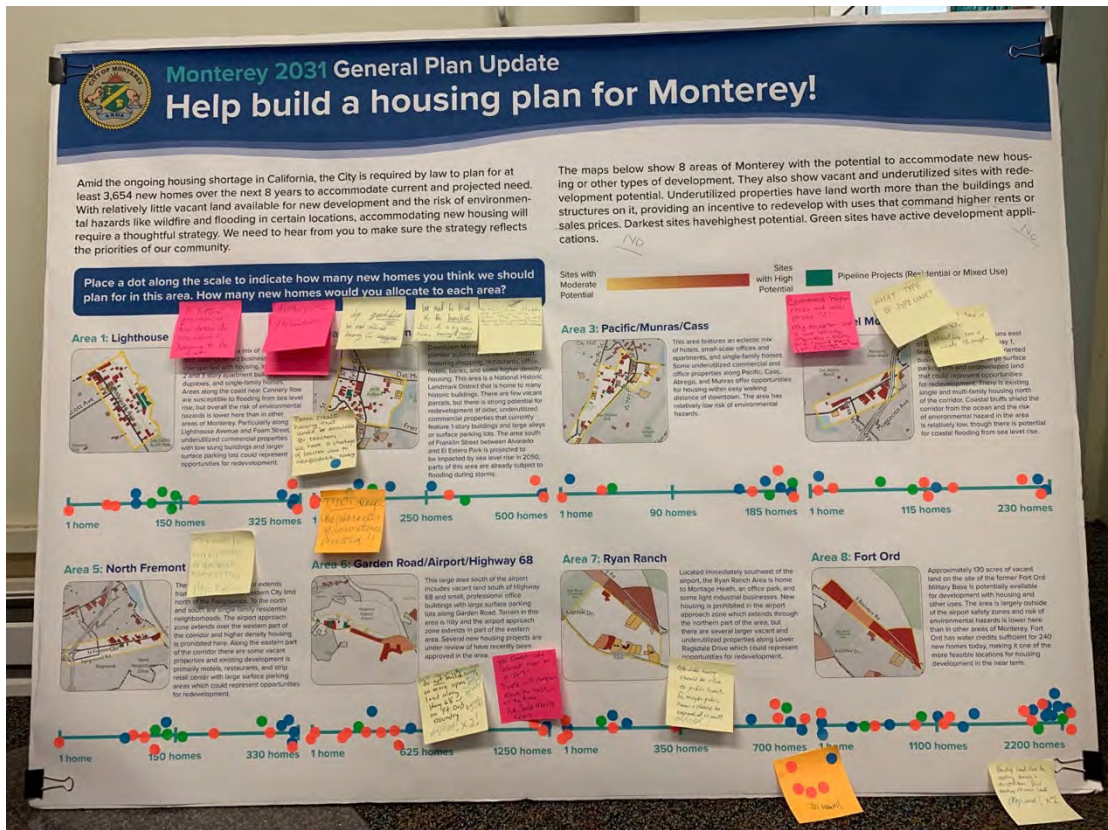
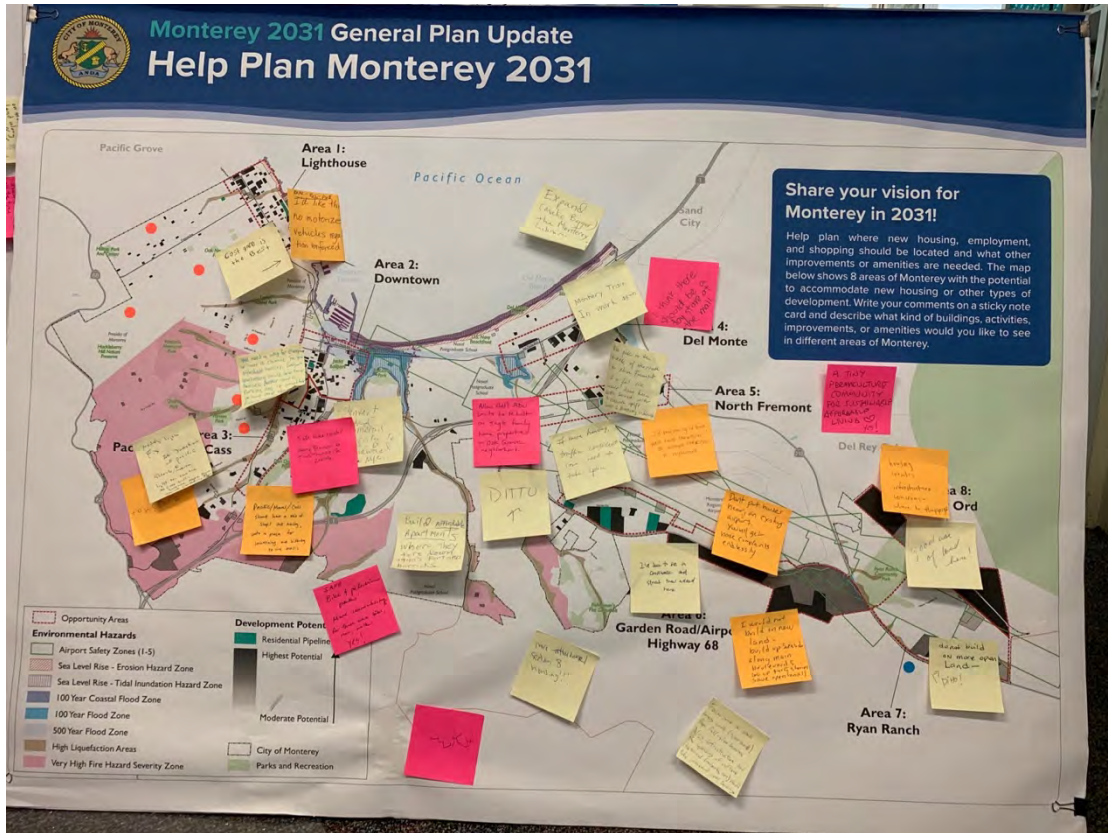
ALL THE 25t000 ACERS IN FT. ORD. SOME STRUCTURES AND ALREADY BUILT BUT WOULD NEED REMODELING. HAVE THE STATE PAY FOR THE WORK.

TELL THE STATE AUTHORITIES TO TAKE A HIKE AND EXPLAIN TO THEM MONTEREY HAS NO LAND AVAILABLE.

HAVE OUR ELECTED OFFICIALS LOBBY THE DECISION MAKERS IN SACRAMENTO

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# LIBRARY BOARDS







# Monterey 2031 Community Survey Results & Preliminary Sites Inventory

Monterey City Council / Planning Commission  
Joint Study Session  
June 20, 2023



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# Meeting Objectives

- *Present preliminary sites inventory and key strategies*
- *Summarize community outreach and input that informed strategies*
- *Provide an overview of requirements for sites inventory*
- *Received feedback with a view to refining for inclusion in the Public Review Draft Housing Element*



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# Presentation Outline

1. Housing Element Background
2. Site Identification and Community Input
3. Housing Potential by Opportunity Area
4. Additional Housing Potential
5. Summary of RHNA Capacity
6. Discussion
7. Next Steps



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# HOUSING ELEMENT BACKGROUND



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# Housing Element Key Components

- Inventory of available sites for housing
- Projection of realistic capacity
- Assessment of housing needs, constraints, and “fair housing” issues
- Action Plan of implementing programs



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# Monterey's 6<sup>th</sup> Cycle RHNA

**Table A-43: Regional Housing Needs Allocation 2023-2031**

Income Group	% of County AMI	Number of Units Allocated	Percent of Total Allocation
Very Low	0-50%	1,177	32.2%
Low	>50-80%	769	21.0%
Moderate	>80-120%	462	12.6%
Above Moderate	120%+	1,246	34.1%
Total		3,654	100.0%



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# Requirements for Housing Inventory and Site Suitability

- City is required to zone for sufficient capacity to meet RHNA
- Special requirements for lower income RHNA sites
  - Site size parameters (0.5 to 10 acres)
  - Absence of environmental constraints
  - Proximity to transit
  - Availability of infrastructure and utilities
  - Must affirmatively further fair housing
- Past performance to demonstrate viability



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# Realistic Capacity Projections

- 55 dwelling units per acre (du/ac) in Alvarado District
- 29 du/ac for non-vacant sites along commercial corridors
- 16 du/ac in the Pacific/Munras/Cass area, based on average density of existing housing in area



**3089 De Forest Rd, Marina**

*Site Area: 1.74 acre*

*Project Density: 27 du/ac*



**3125 De Forest Rd, Marina**

*Site Area: 1.44 acre*

*Project Density: 40.33 du/ac*



# SITE IDENTIFICATION AND COMMUNITY INPUT

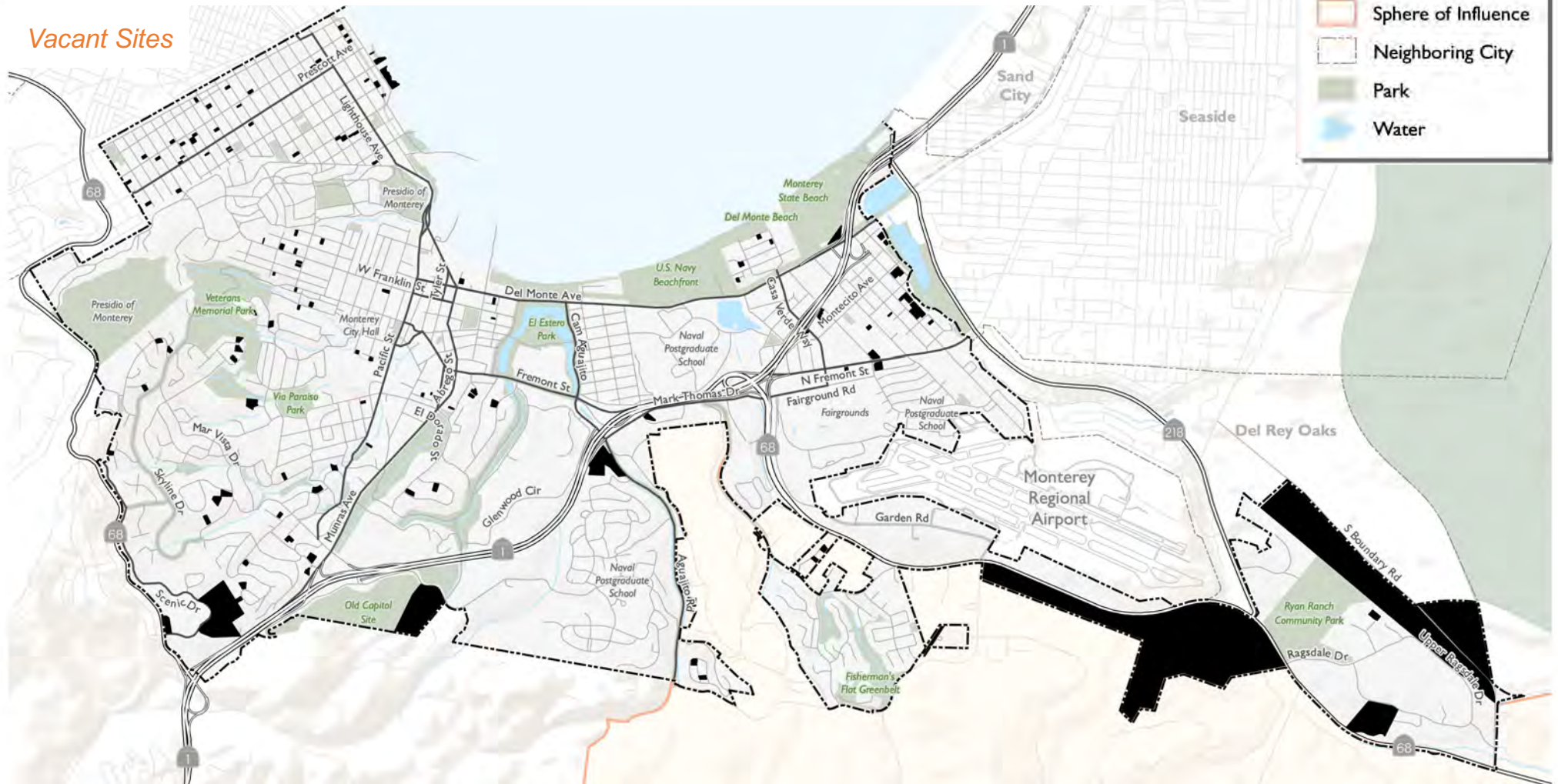


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# Opportunity Site/Area Identification

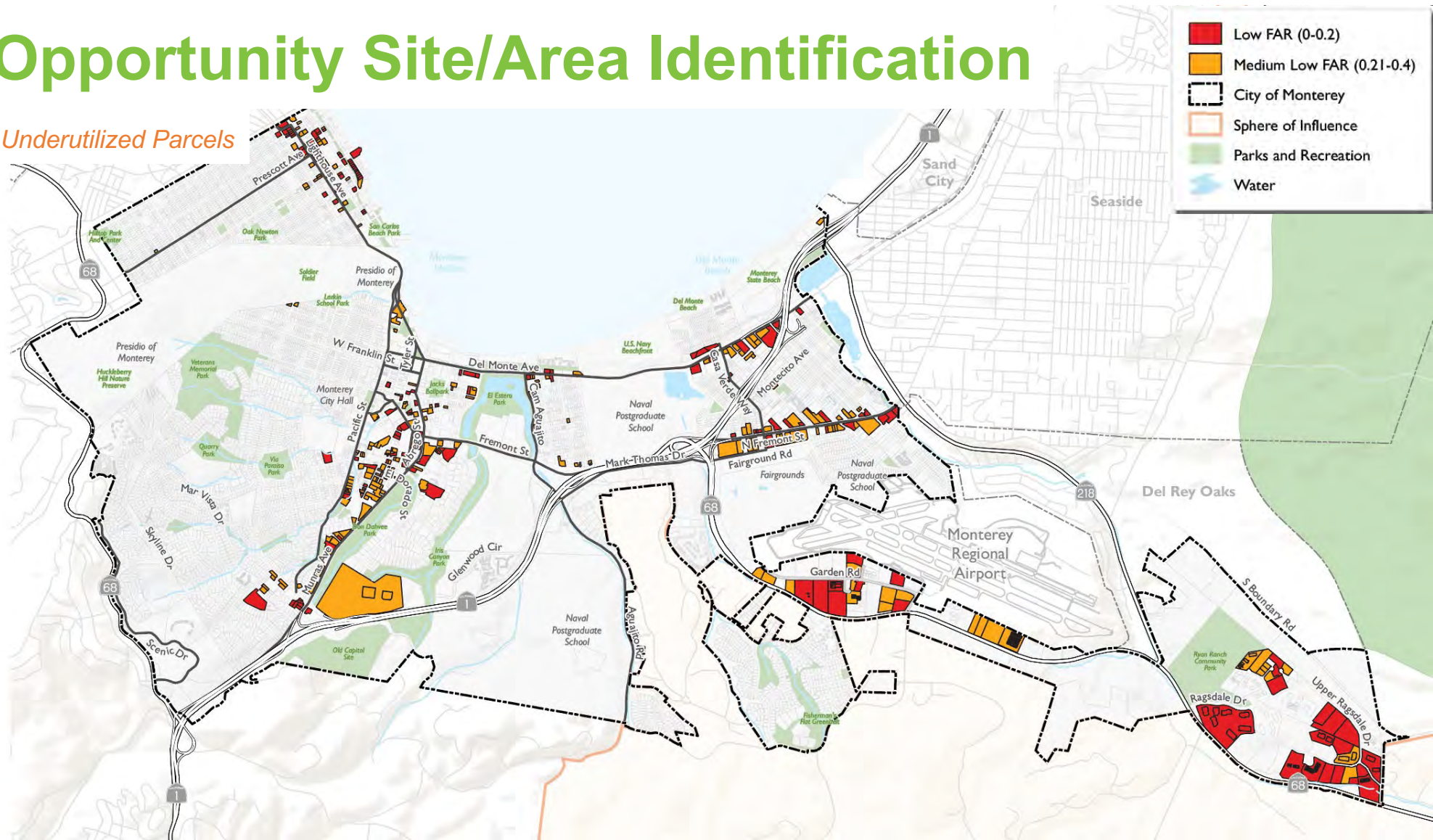
## Vacant Sites





# Opportunity Site/Area Identification

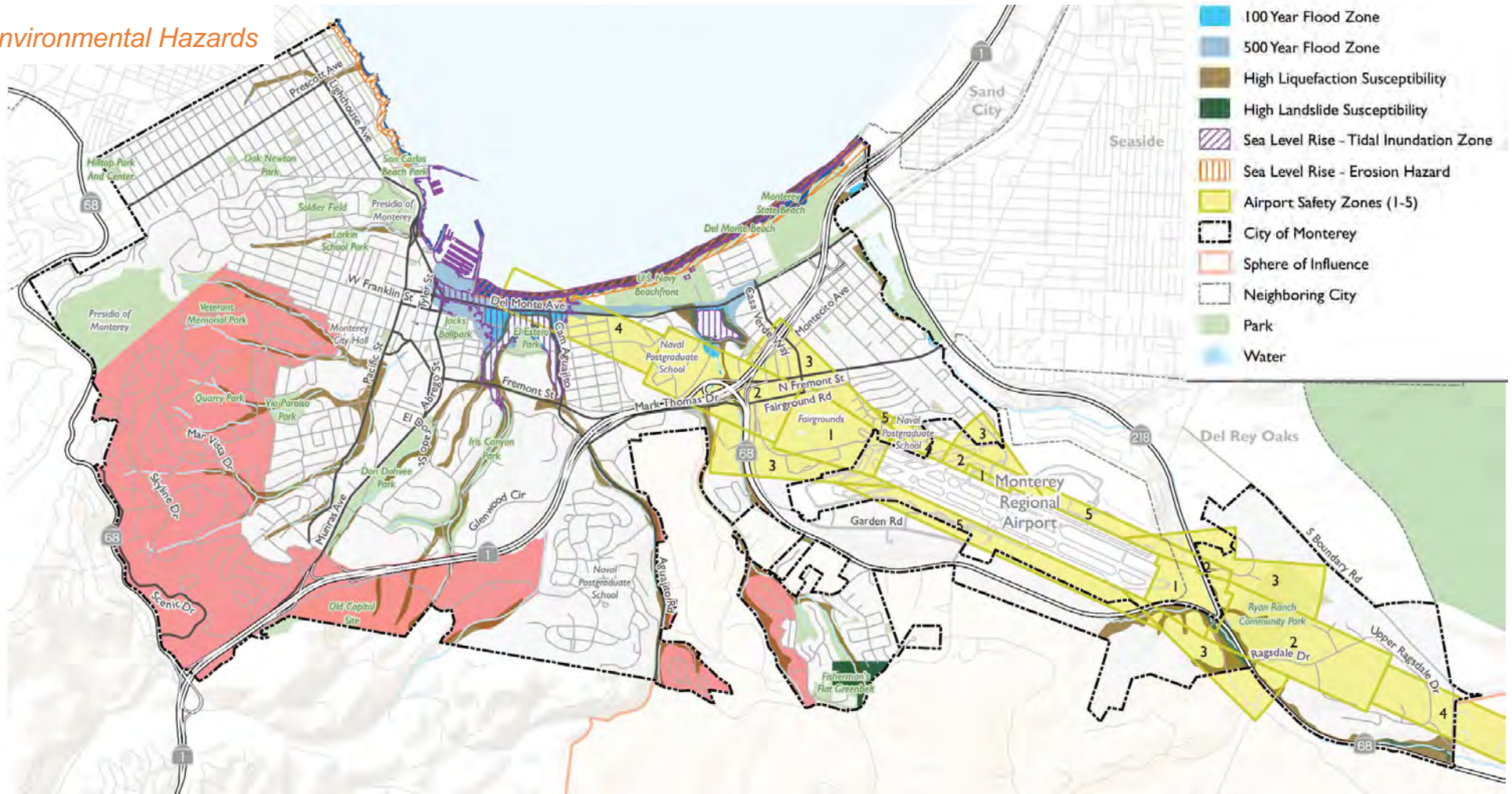
Underutilized Parcels





# Opportunity Site/Area Identification

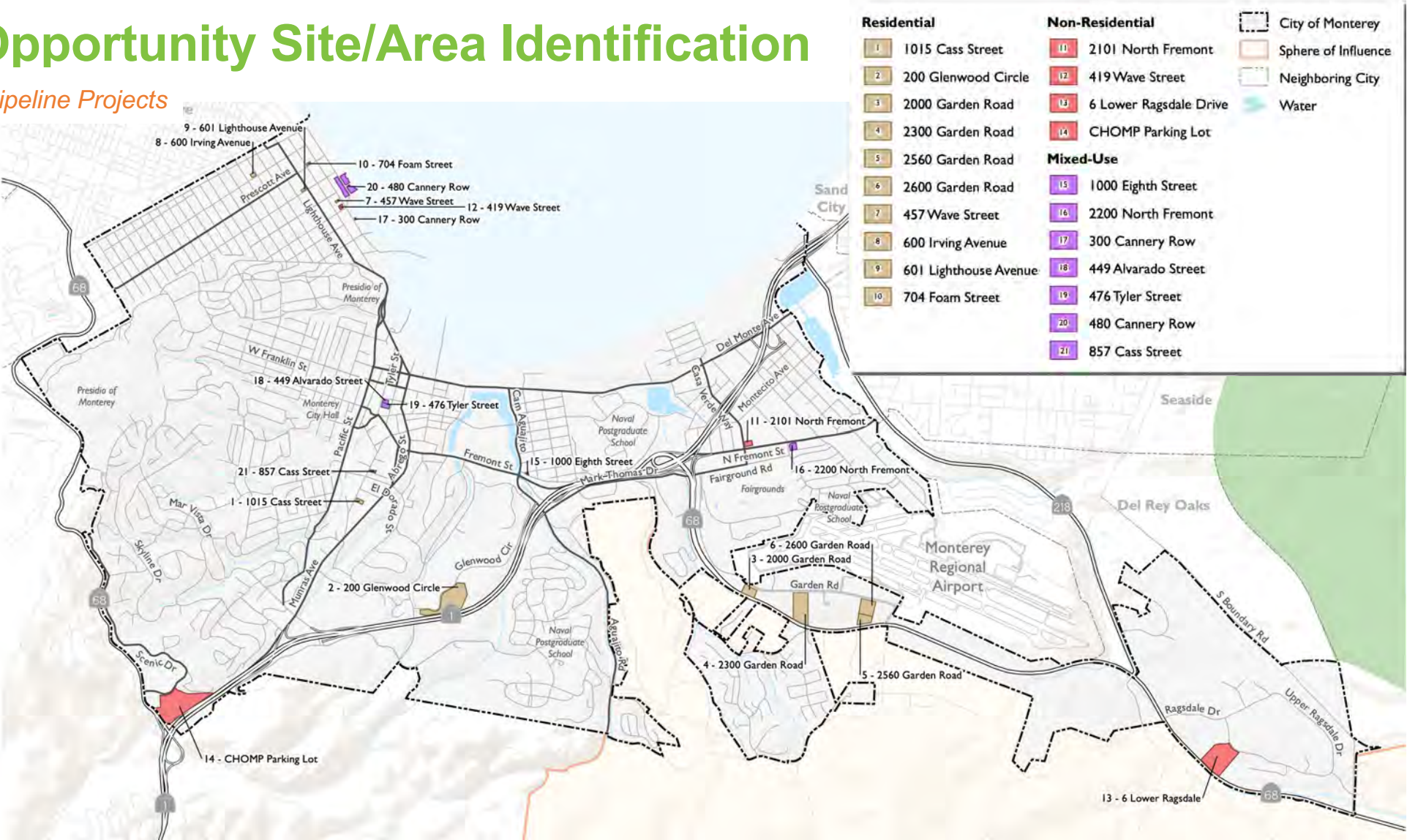
## Environmental Hazards



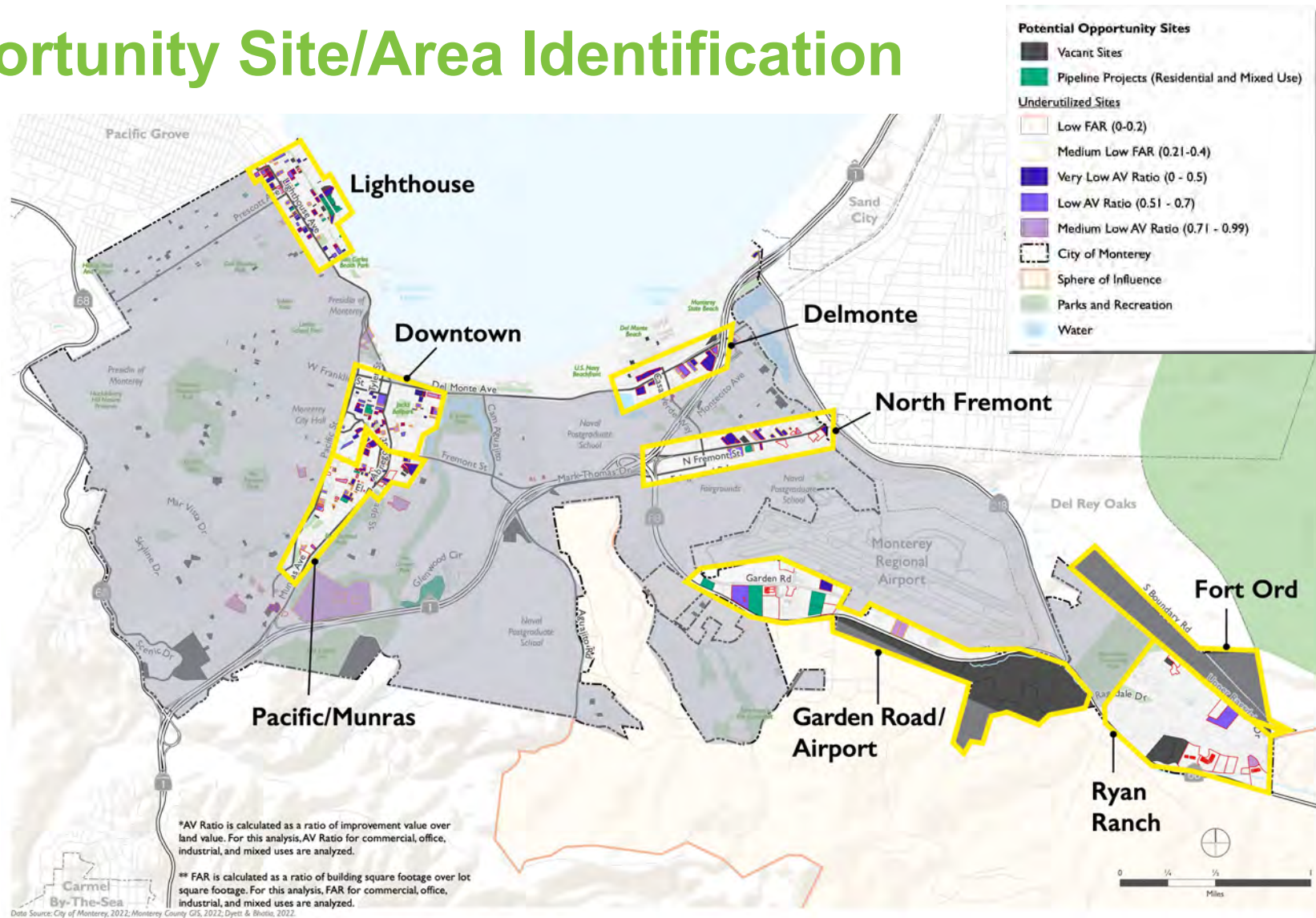


# Opportunity Site/Area Identification

## Pipeline Projects



# Opportunity Site/Area Identification



# Online Survey Recap

- Objective: collect community input on how and where to accommodate new housing
- Available from March 1, 2023 to April 30, 2023
- Offered “5-minute” and “10 or more minute” versions
- Over **1,050 community members responded**
  - 907 online responses, 120 people at pop-up events, 42 paper comments

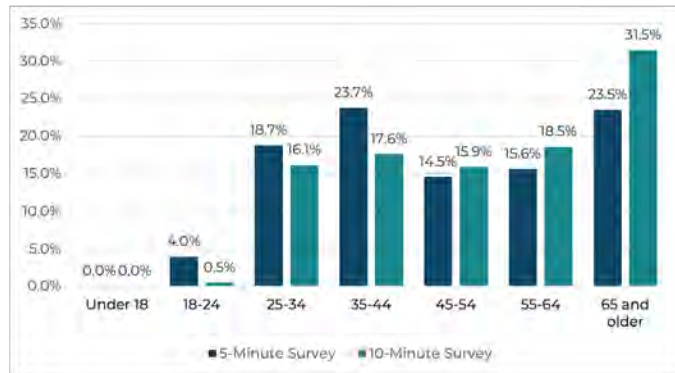


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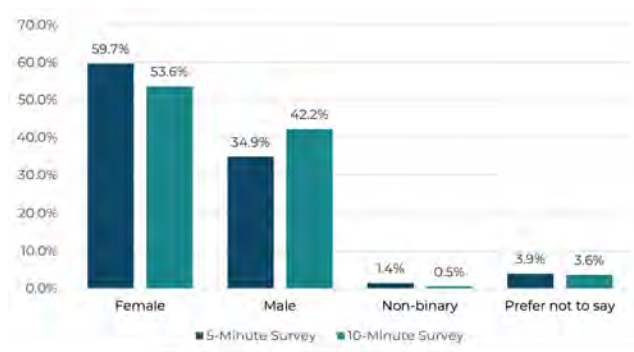


# Demographics of Respondents

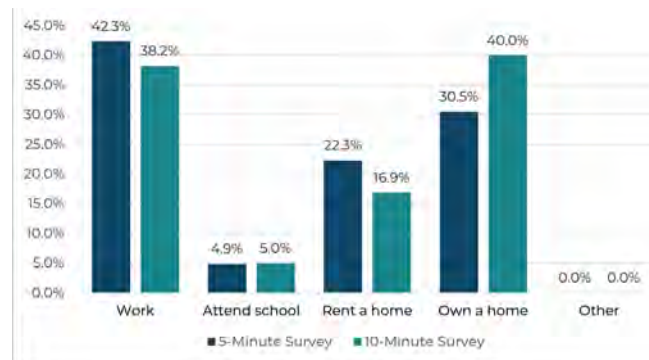
“What Is your age?”



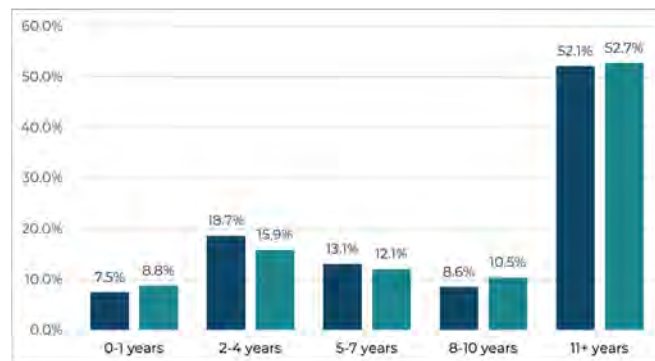
“What gender do you identify as?”



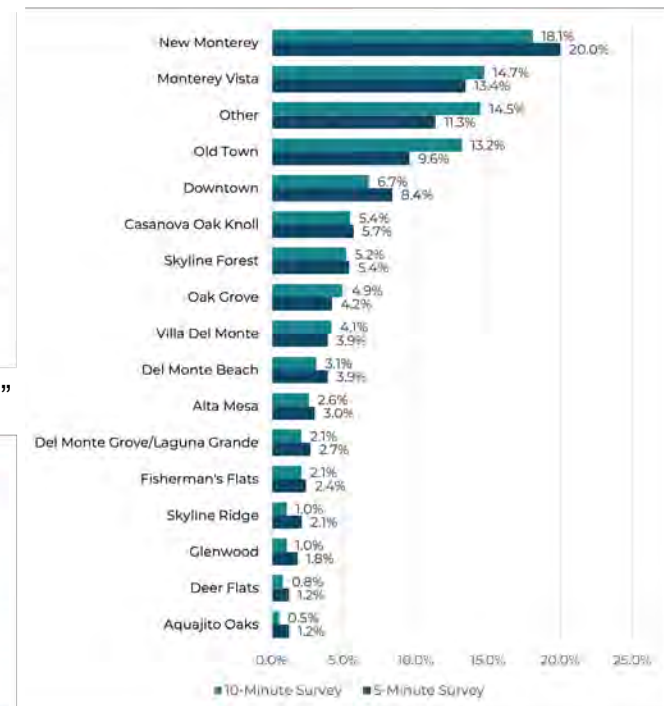
“Do you \_\_\_\_\_ in Monterey? Check all that apply.”



“How long have you lived/worked in Monterey?”



“What neighborhood do you live/work/go to school in?”





# Survey Results

Opportunity Area	Average Housing Units Ranking	Points	Average Percent of the Maximum Units Allocated Rankings	Points	Percent Support for New Housing Rankings of All Respondents	Points	Total Cumulative Score
Area 8: Fort Ord	1953.73	8	88.81%	8	63.70%	4	20
Area 5: North Fremont	241.2	4	73.09%	5	68.46%	7	16
Area 7: Ryan Ranch	587.46	6	83.92%	7	63.03%	3	16
Area 6: Garden Road /Airport/Highway 68	1045.23	7	83.62%	6	61.86%	2	15
Area 2: Downtown	297.79	5	59.56%	2	68.41%	6	13
Area 1: Lighthouse	181.66	3	55.90%	1	74.28%	8	12
Area 3: Pacific/Munras/Cass	121.88	1	65.88%	3	68.39%	5	9
Area 4: Del Monte	159.74	2	69.45%	4	61.26%	1	7



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# HOUSING POTENTIAL BY OPPORTUNITY AREAS



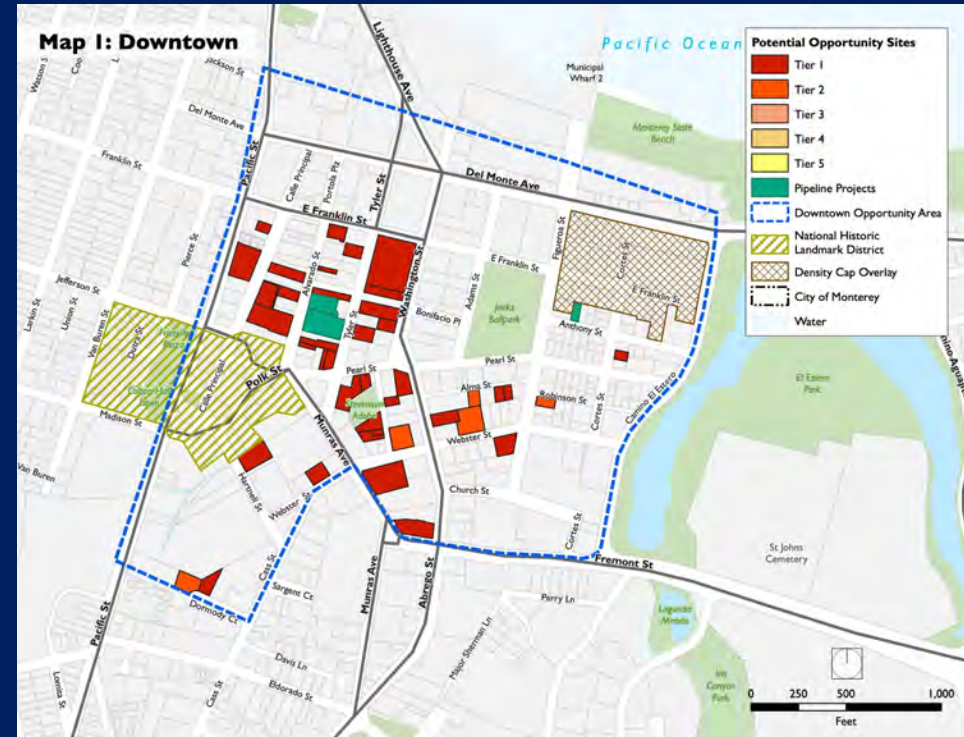
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# Area 1: Downtown

Key strategies include:

- Revise zoning regulations to permit building heights up to 5 stories in Alvarado District
- Revise City policy to incorporate a clear statement that 100 percent residential projects are permitted throughout the downtown area, except on/adjacent to Alvarado Street
- Use municipal share parking agreements to support development feasibility

Very Low, Low, and Moderate	Above Moderate	Total Capacity
202	245	447



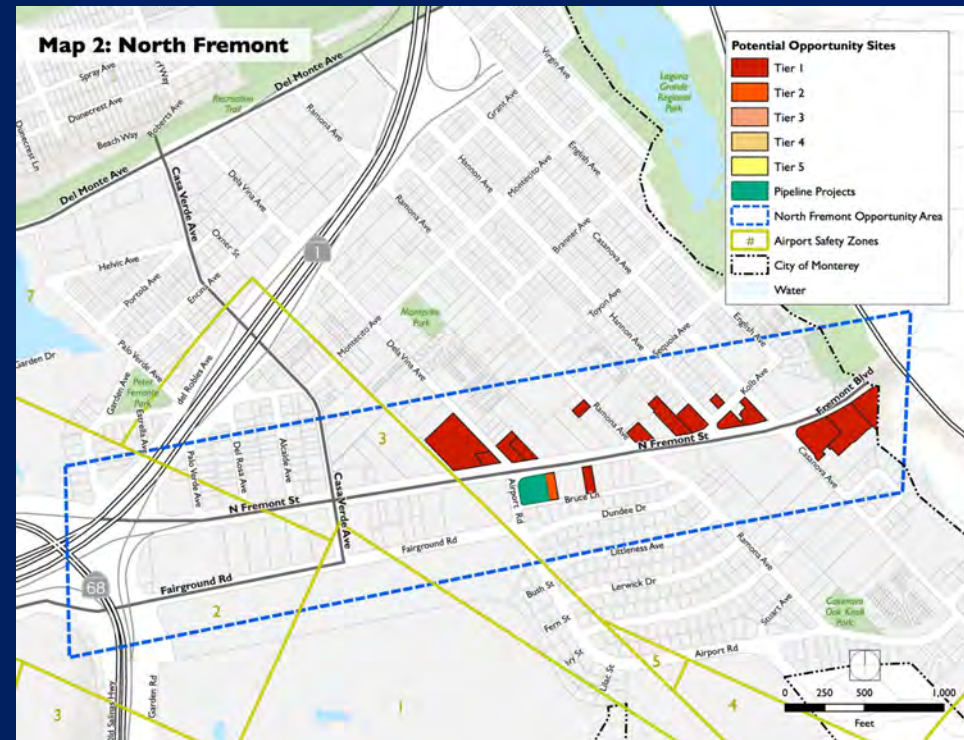
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# Area 2: North Fremont

Key strategies include:

- Revise zoning regulations to permit up to 45 du/ac on all properties fronting Fremont Street
- Revise City policy to incorporate statement that 100 percent residential projects are permitted along the eastern segment of the North Fremont corridor

Very Low, Low, and Moderate	Above Moderate	Total Capacity
198	110	308

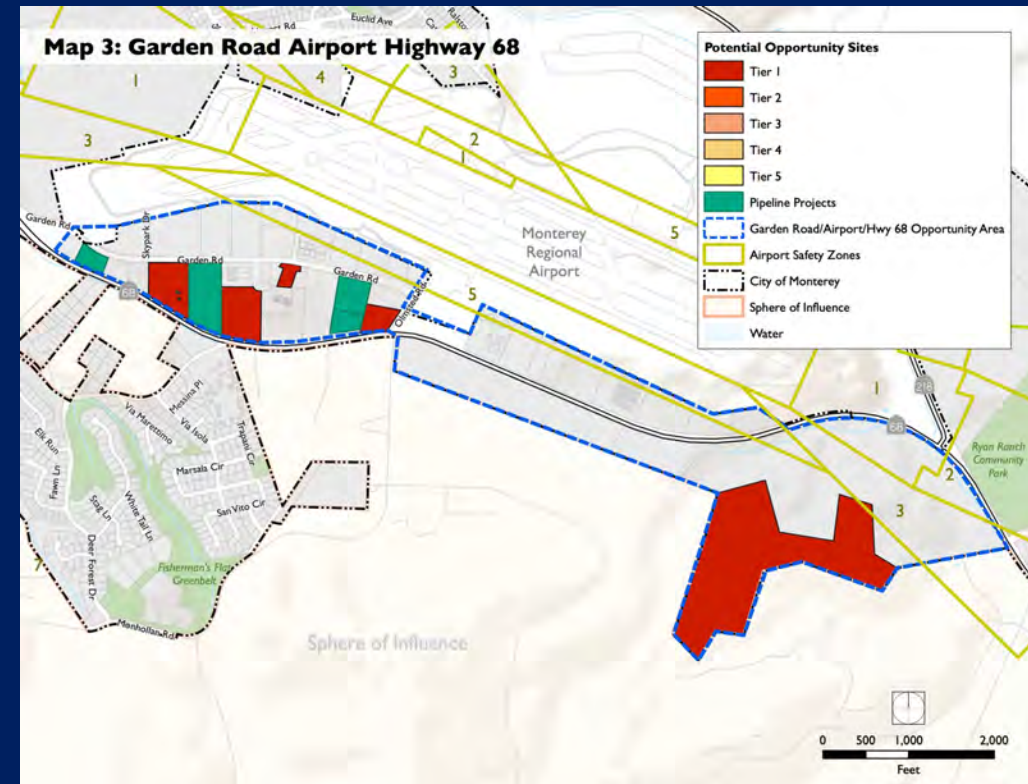




# Area 3: Garden Road/ Airport/ Highway 68

- Increase the max permitted density in the Multifamily Overlay District from 30 to 50 du/ac
- Revise the Multifamily Overlay District regulations to remove the requirement for covered parking spaces

Very Low, Low, and Moderate	Above Moderate	Total Capacity
415	0	415



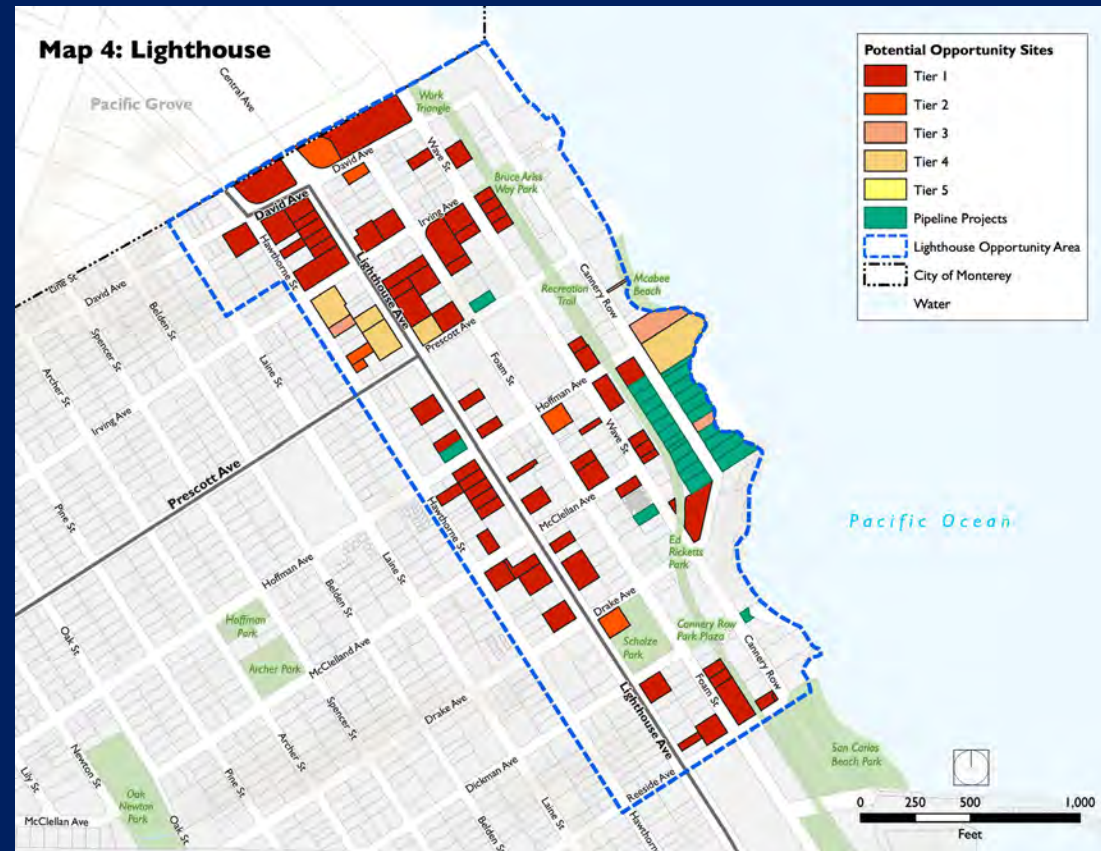
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# Area 4: Lighthouse

- Revise City policy to permit 100 percent residential projects on Lighthouse Avenue
- Offer municipal shared parking agreements to projects that propose at least 20 new housing units within 1,000 feet of a City-owned parking lot outside the coastal zone

Very Low, Low, and Moderate	Above Moderate	Total Capacity
96	285	381

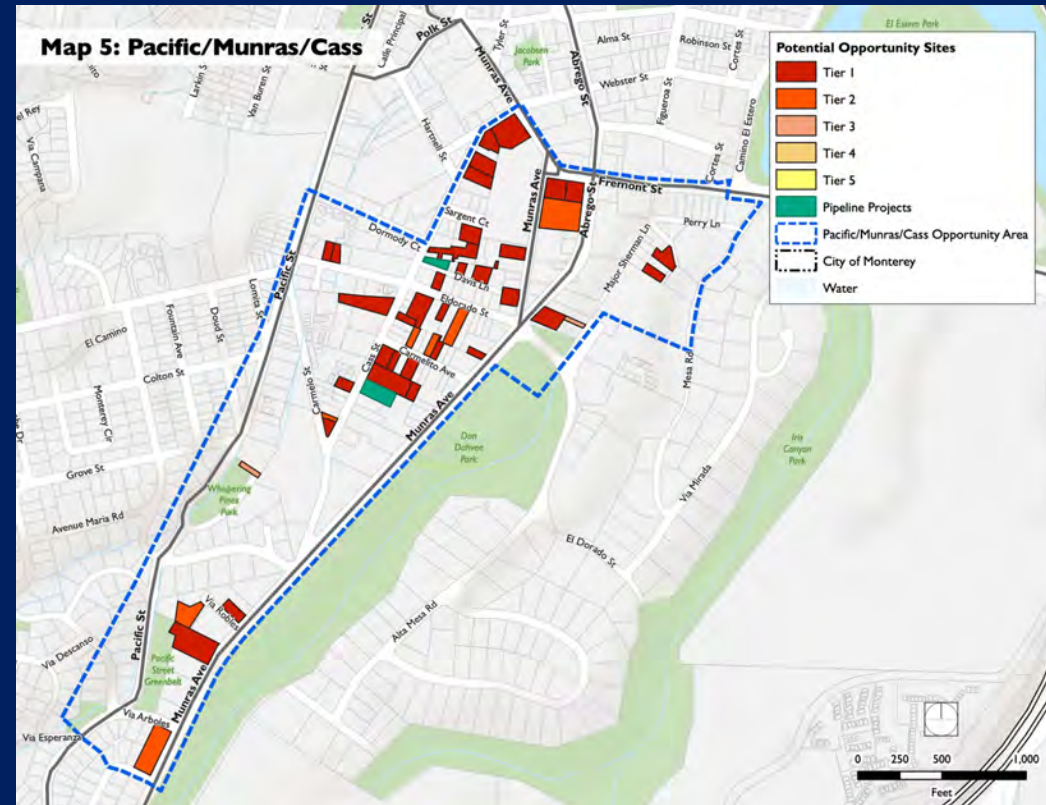


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# Area 5: Pacific/ Munras/Cass

- Smaller-scale apartments, condominiums, fourplexes, triplexes, duplexes with building heights and styles that reflect the existing character

Very Low, Low, and Moderate	Above Moderate	Total Capacity
0	137	137

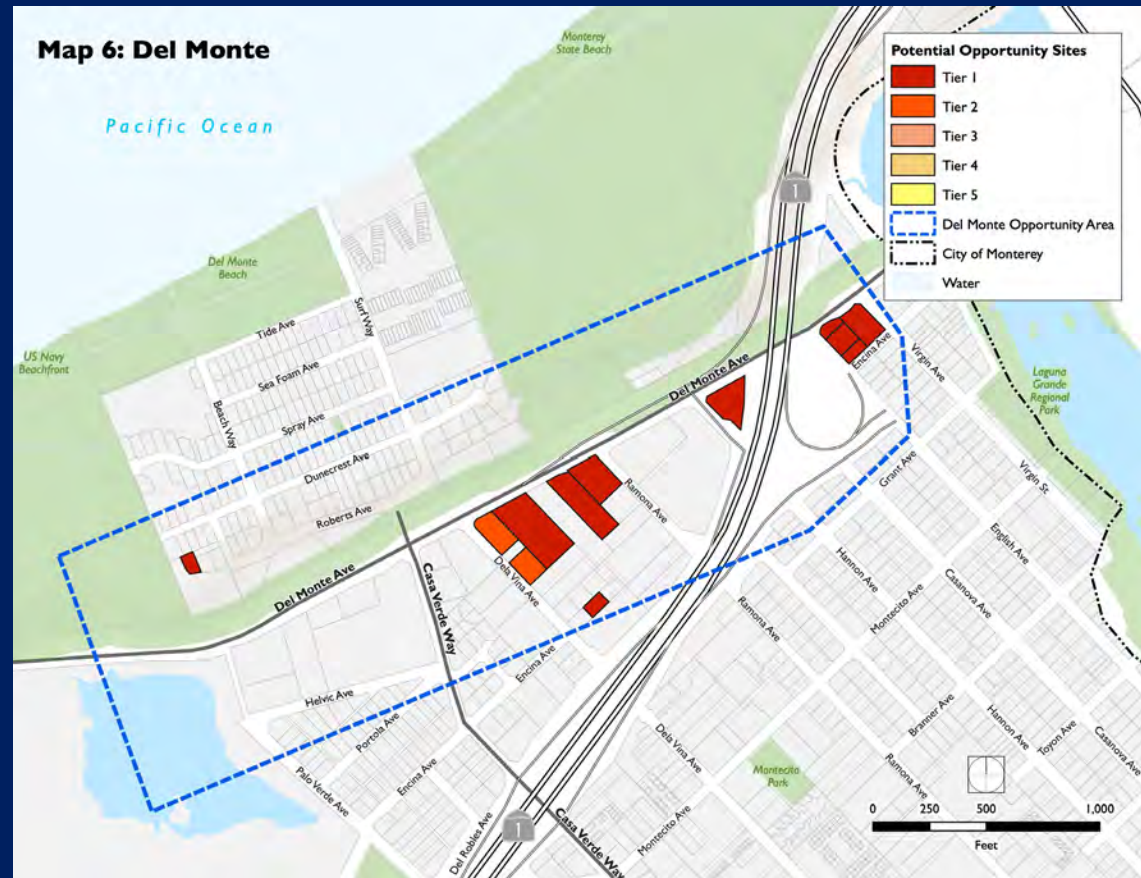


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## Area 6: Del Monte

- Apartments, condominiums, and townhomes on underutilized sites
- Clusters of underutilized sites present opportunity

Very Low, Low, and Moderate	Above Moderate	Total Capacity
126	0	126



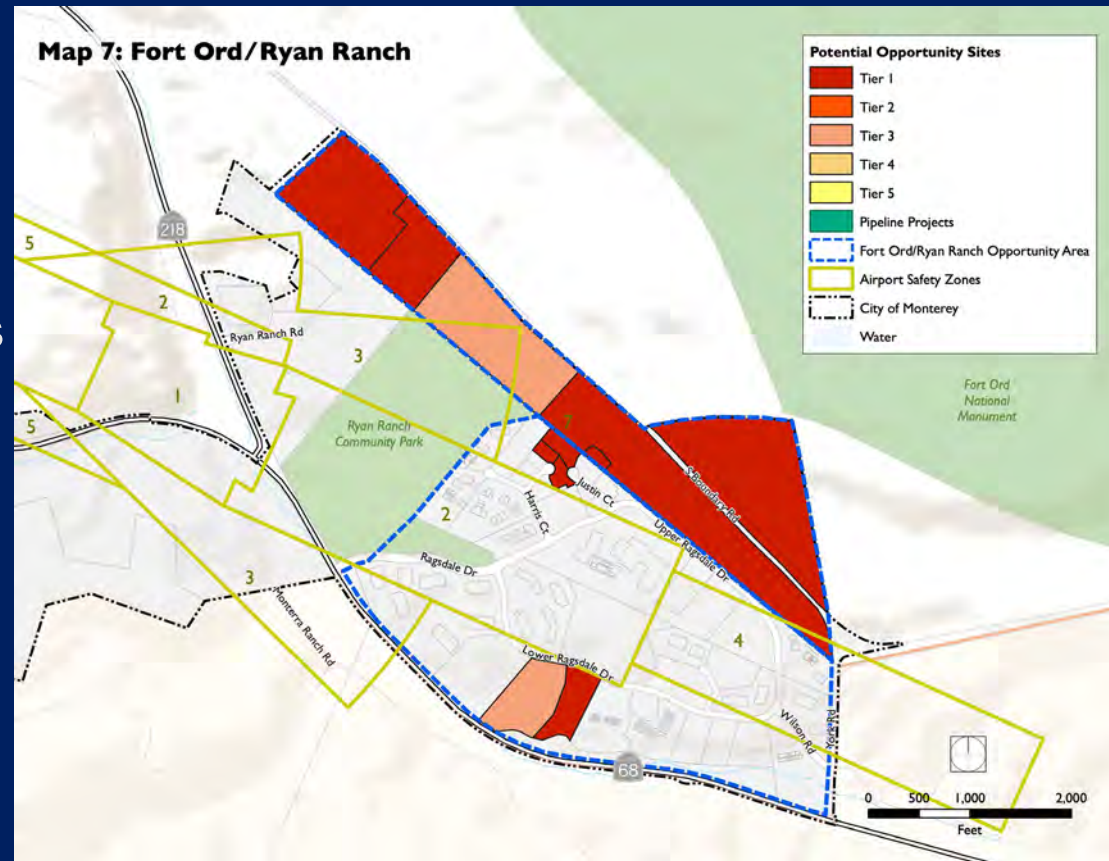
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# Area 7: Fort Ord/ Ryan Ranch

- Preparation of a specific plan to establish a clear vision for the areas and to:
- Guide future development and conservation
- Quantify infrastructure needs
- Identify financing mechanisms

Very Low, Low, and Moderate	Above Moderate	Total Capacity
480	1,920	2,400



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# ADDITIONAL HOUSING POTENTIAL

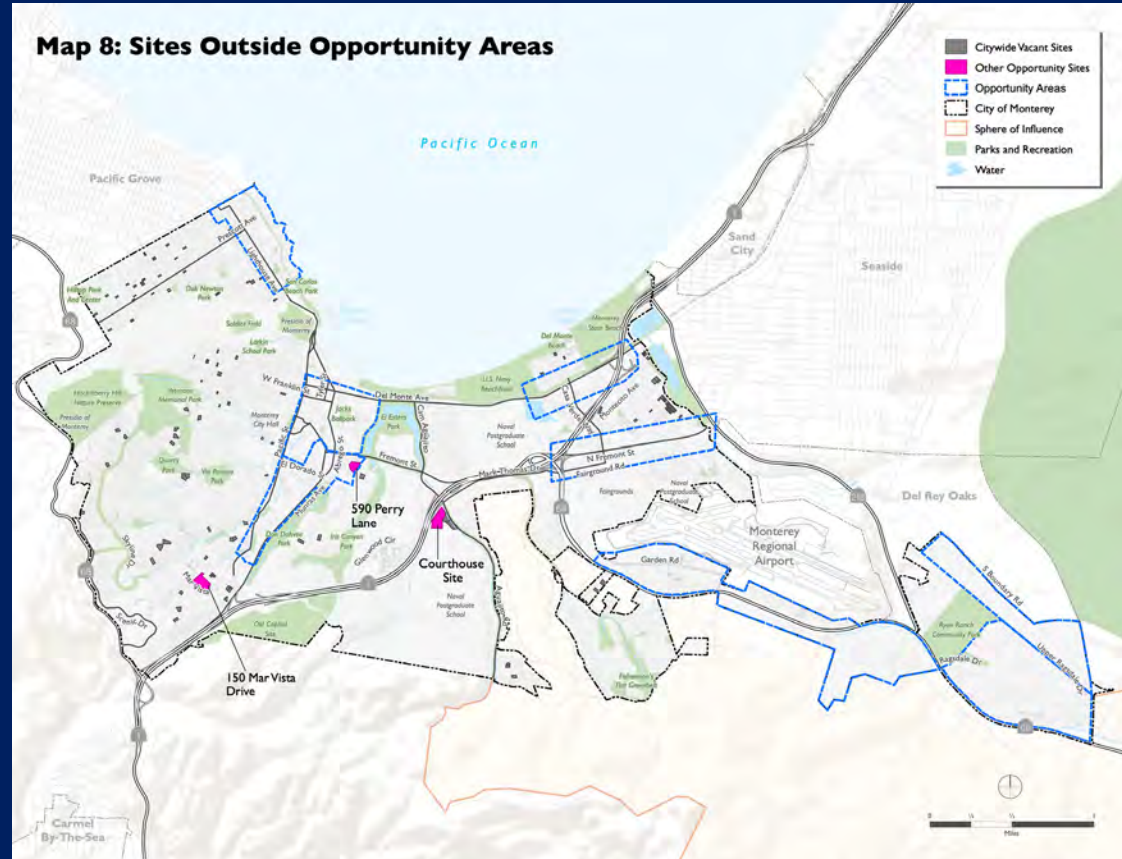


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# Vacant Land

- 113 vacant  
Low Density Residential  
(zoned R-E and R-1)
- 20 vacant  
Medium Density Residential  
(zoned R-2 and R-3)



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- Courthouse site  
1200 Aguajito  
130 VL/L/Moderate units at 29 du/ac
- School district site  
South of Hwy 68  
300 VL/L/Moderate units
- 590 Perry Lane  
50 Above Moderate units

- Courthouse site  
1200 Aguajito  
130 VL/L/Moderate units at 29 du/ac
- School district site  
South of Hwy 68  
300 VL/L/Moderate units
- 590 Perry Lane  
50 Above Moderate units



# Accessory Dwelling Units (ADUs)

- On average since 2018, the City has issued construction permits for 11 ADUs each year
- Projecting this trend forward over 2023-2031, 88 ADUs are forecast

## Recent ADU Approvals

Year	ADU Building Permits Issued
2018	7
2019	7
2020	13
2021	9
2022	19
Total	55
Annual Average	11
Projected 8-Year Development	88

*Source: City of Monterey, Annual Progress Reports, 2018-2022*



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# SUMMARY OF RHNA CAPACITY



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# Summary of RHNA Capacity

Income Category	Very Low, Low, and Moderate		Above Moderate		
Opportunity Area	Vacant	Non-vacant	Vacant	Non-vacant	Subtotal
Downtown	0	202		245	447
North Fremont	0	198	24	86	308
Garden Road	0	415	0	0	415
Lighthouse	0	96	12	273	381
Pacific/Munras/Cass	0	0	0	137	137
Del Monte	0	126	0	0	126
Fort Ord/Ryan Ranch		480		1,920	2,400
Vacant Low Density Residential			113		113
Vacant High Density Residential	33				33
ADUs		88			88
Pipeline projects	65		323		388
County Courthouse Site		130			130
50-acre MCSD Site		300			300
590 Perry Lane Site				50	50
Elk's Lodge Site		94			
Subtotal	98	2,129	472	2,711	5,316
Total by RHNA Category		2,227		3,183	5,410
Inclusionary Requirement (20%)				188	
<b>Adjusted Total RHNA</b>		<b>2,415</b>		<b>2,995</b>	<b>5,410</b>
<b>RHNA</b>		<b>2,408</b>		<b>1,246</b>	<b>3,654</b>
<b>Buffer</b>		<b>7</b>		<b>1,749</b>	<b>1,498</b>
		<b>0.29%</b>		<b>140.37%</b>	

# DISCUSSION



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# Discussion

1. Are the sites and strategies proposed appropriate to include in the Draft Housing Element?
2. Are there other sites that should be added?
3. Should the City develop programs to incentivize and facilitate ADU production beyond the annual rate of 11 ADUs per year that has been seen since 2018?
4. Should the City require a higher percentage of units at Fort Ord that are affordable?



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# Summary of Comments from June 13

## Community Comments

- Supportive of new strategies and approaches
- Support for a mixed use village/"complete community" at Fort Ord
- Desire for more ministerial review subject to objective standards
- Encouraged City to reach out to commercial property owners
- Developer expressed concern for increasing inclusionary requirements



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# Summary of Comments from June 13

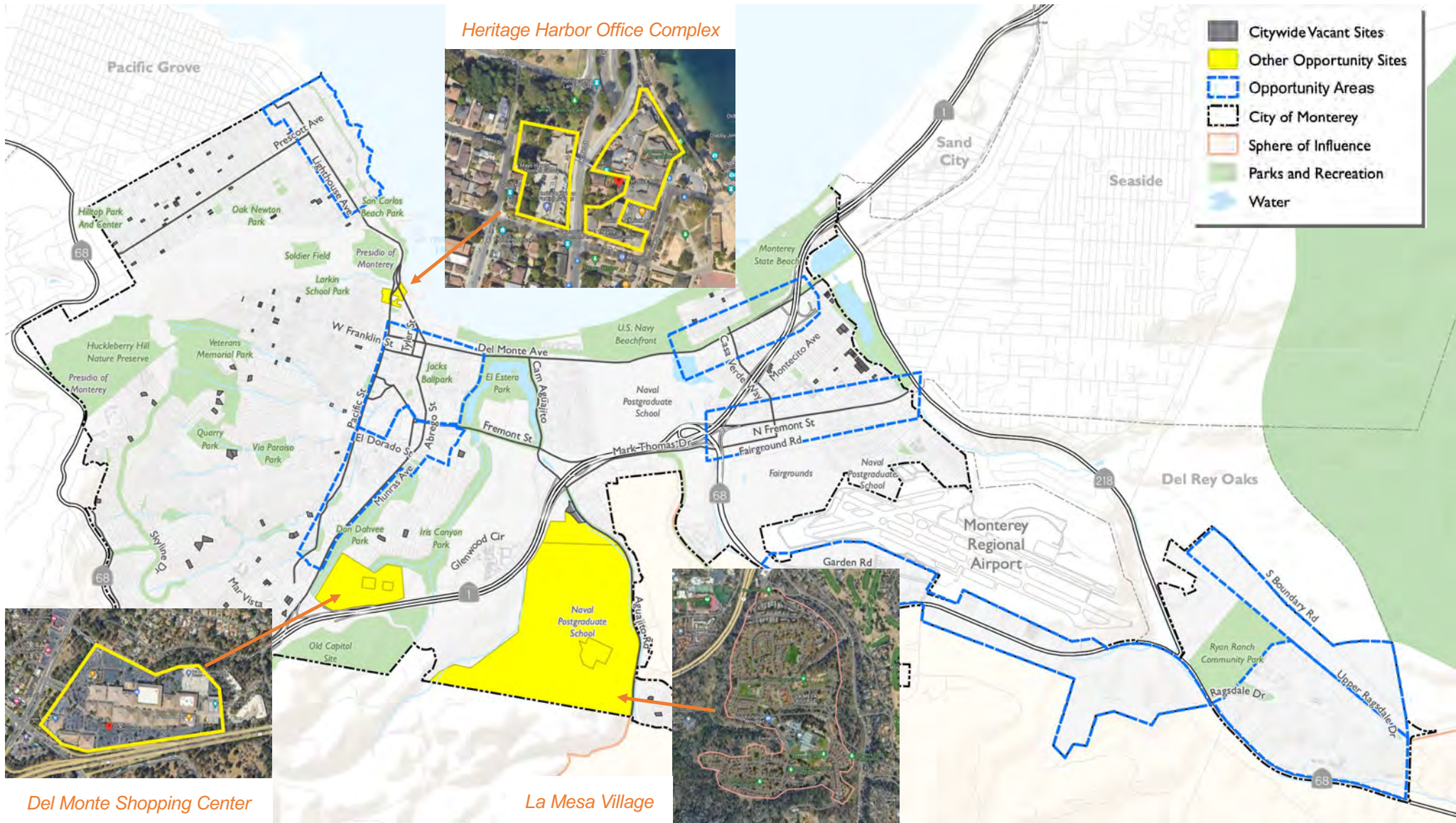
## Planning Commission Comments

- Overall, PC expressed support for sites and key strategies
- Interested in programs to incentivize ADU/JADU development
- Interest in a City density bonus ordinance
- Emphasized the need to consider and address potential impacts to historic resources
- Suggested several potential additional sites to add if owners are interested: La Mesa Village; Del Monte Shopping Center; Heritage Harbor Office Complex



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# NEXT STEPS



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## Next Steps

- Joint Commission-Council meeting ..... June 20, 2023
- City Council meeting ..... June 28, 2023
- Public Review Draft Housing Element released.....July 14, 2023
- Open House ..... Early August 2023
- Joint Commission-Council meeting ..... August 15, 2023
- Send to HCD, 90-day review begins..... August 21, 2023



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# BACK UP



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# HUD Income Levels by Household Size (2023)

	Maximum Income Level				
Household Size	<i>Extremely Low</i>	<i>Very Low</i>	<i>Low</i>	<i>Median</i>	<i>Moderate</i>
1 Person	\$25,300	\$42,150	\$67,450	\$70,300	\$85,350
2 Persons	\$28,900	\$48,200	\$77,100	\$80,300	\$96,400
3 Persons	\$32,500	\$54,200	\$86,750	\$90,350	\$108,450
4 Persons	\$36,100	\$60,200	\$96,350	\$100,400	\$120,500
5 Persons	\$39,000	\$65,050	\$104,100	\$108,450	\$130,150
6 Persons	\$41,900	\$69,850	\$111,800	\$116,450	\$139,800
7 Persons	\$45,420	\$74,650	\$119,500	\$124,500	\$149,400
8 Persons	\$50,560	\$79,500	\$127,200	\$132,550	\$159,050

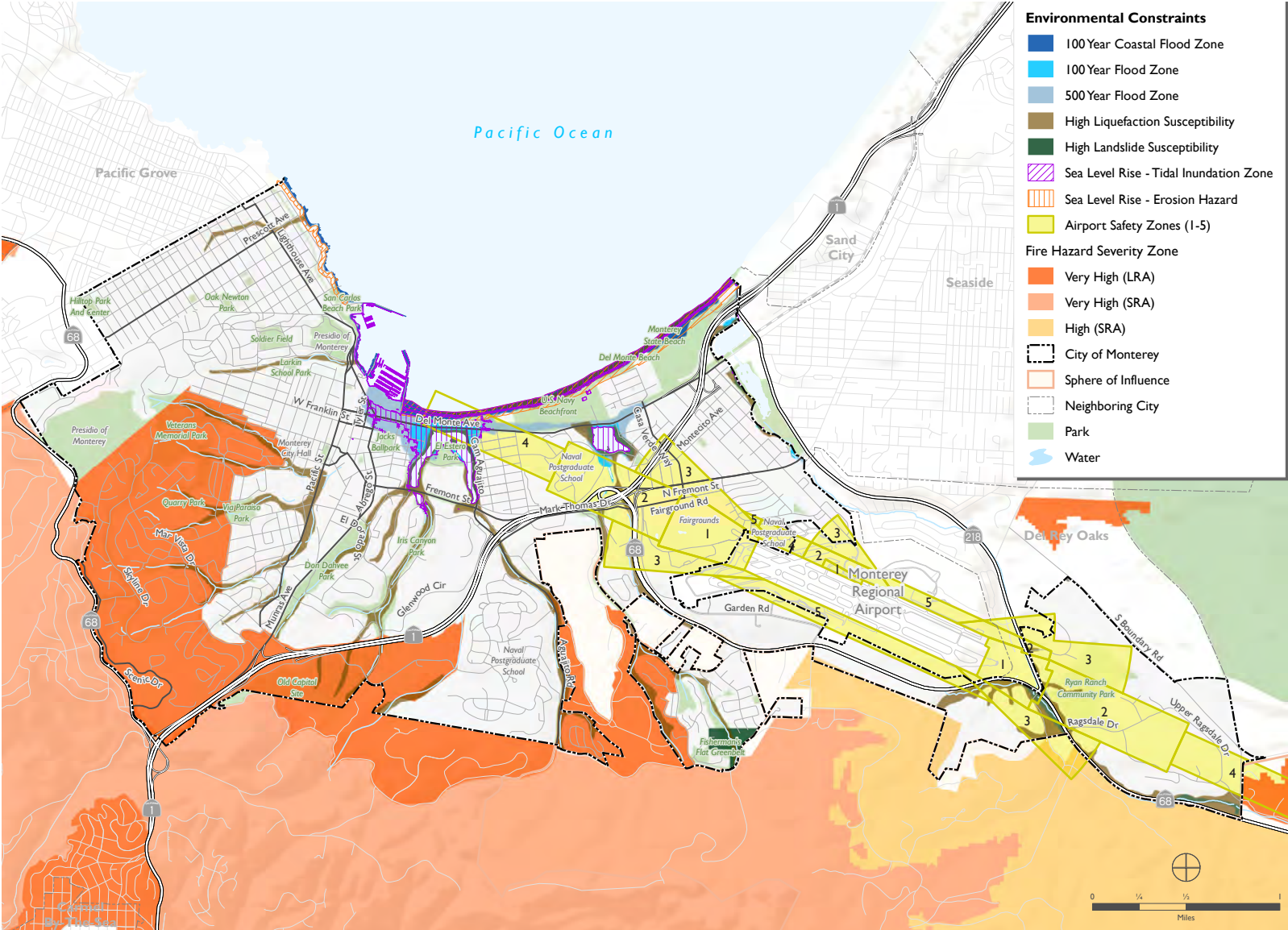
Source: HUD Income Limits 2023



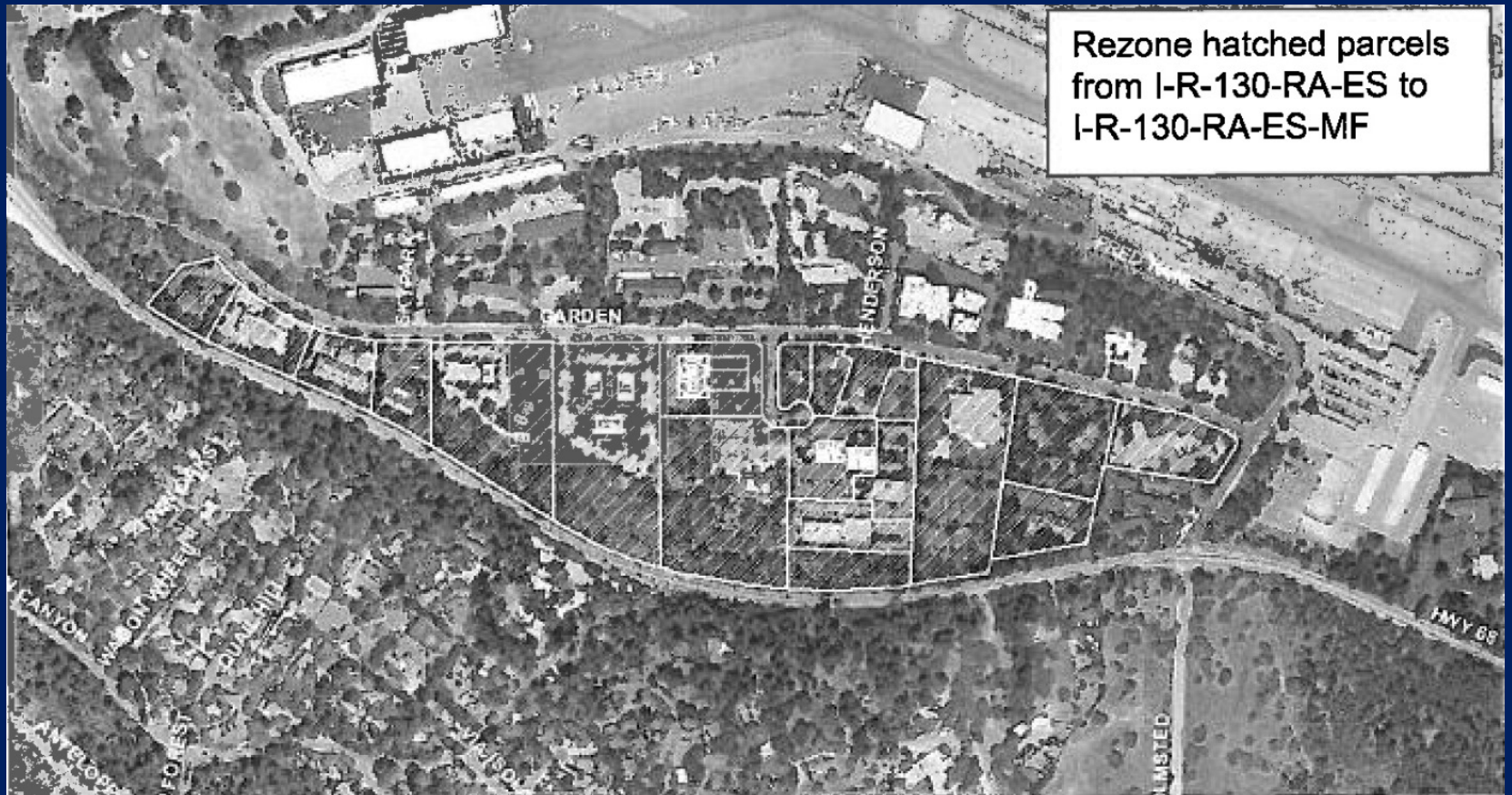
# Affordability Matrix

Household Size	AMI Limits	Affordable Payment		Housing Costs			Maximum Affordable Price	
				Utilities		Taxes & Insurance		
		Renter	Owner	Renter	Owner	Owner	Renter	Owner
Extremely-Low-Income (<30% AMI)								
1 Person (Studio)	\$25,300	\$633	\$633	\$247	\$247	\$221	\$386	\$30,403
2 Person (1 Bedroom)	\$28,900	\$723	\$723	\$265	\$265	\$253	\$458	\$37,720
3 Person (2 Bedroom)	\$32,500	\$813	\$813	\$319	\$319	\$284	\$494	\$38,703
4 Person (3 Bedroom)	\$36,100	\$903	\$903	\$405	\$405	\$316	\$498	\$33,539
5 Person (4 Bedroom)	\$39,000	\$975	\$975	\$477	\$477	\$341	\$498	\$28,958
Very-Low-Income (31%-50% AMI)								
1 Person (Studio)	\$42,150	\$1,054	\$1,054	\$247	\$247	\$369	\$807	\$80,804
2 Person (1 Bedroom)	\$48,200	\$1,205	\$1,205	\$265	\$265	\$422	\$940	\$95,544
3 Person (2 Bedroom)	\$54,200	\$1,355	\$1,355	\$319	\$319	\$474	\$1,036	\$103,721
4 Person (3 Bedroom)	\$60,200	\$1,505	\$1,505	\$405	\$405	\$527	\$1,100	\$105,750
5 Person (4 Bedroom)	\$65,050	\$1,626	\$1,626	\$477	\$477	\$569	\$1,149	\$107,026
Low-Income (51%-80% AMI)								
1 Person (Studio)	\$67,450	\$1,686	\$1,686	\$247	\$247	\$590	\$1,440	\$156,704
2 Person (1 Bedroom)	\$77,100	\$1,928	\$1,928	\$265	\$265	\$675	\$1,663	\$182,142
3 Person (2 Bedroom)	\$86,750	\$2,169	\$2,169	\$319	\$319	\$759	\$1,850	\$201,248
4 Person (3 Bedroom)	\$96,350	\$2,409	\$2,409	\$405	\$405	\$843	\$2,004	\$214,159
5 Person (4 Bedroom)	\$104,100	\$2,603	\$2,603	\$477	\$477	\$911	\$2,126	\$224,012
Moderate-Income (81%-120% AMI)								
1 Person (Studio)	\$85,350	\$2,134	\$2,489	\$247	\$247	\$871	\$1,887	\$253,009
2 Person (1 Bedroom)	\$96,400	\$2,410	\$2,812	\$265	\$265	\$984	\$2,145	\$288,231
3 Person (2 Bedroom)	\$108,450	\$2,711	\$3,163	\$319	\$319	\$1,107	\$2,393	\$320,471
4 Person (3 Bedroom)	\$120,500	\$3,013	\$3,515	\$405	\$405	\$1,230	\$2,608	\$346,747
5 Person (4 Bedroom)	\$130,150	\$3,254	\$3,796	\$477	\$477	\$1,329	\$2,777	\$367,059

# Hazards and Constraints



## Multifamily Residential Overlay District





Rezone hatched parcels  
from I-R-130-RA-ES to  
I-R-130-RA-ES-MF

