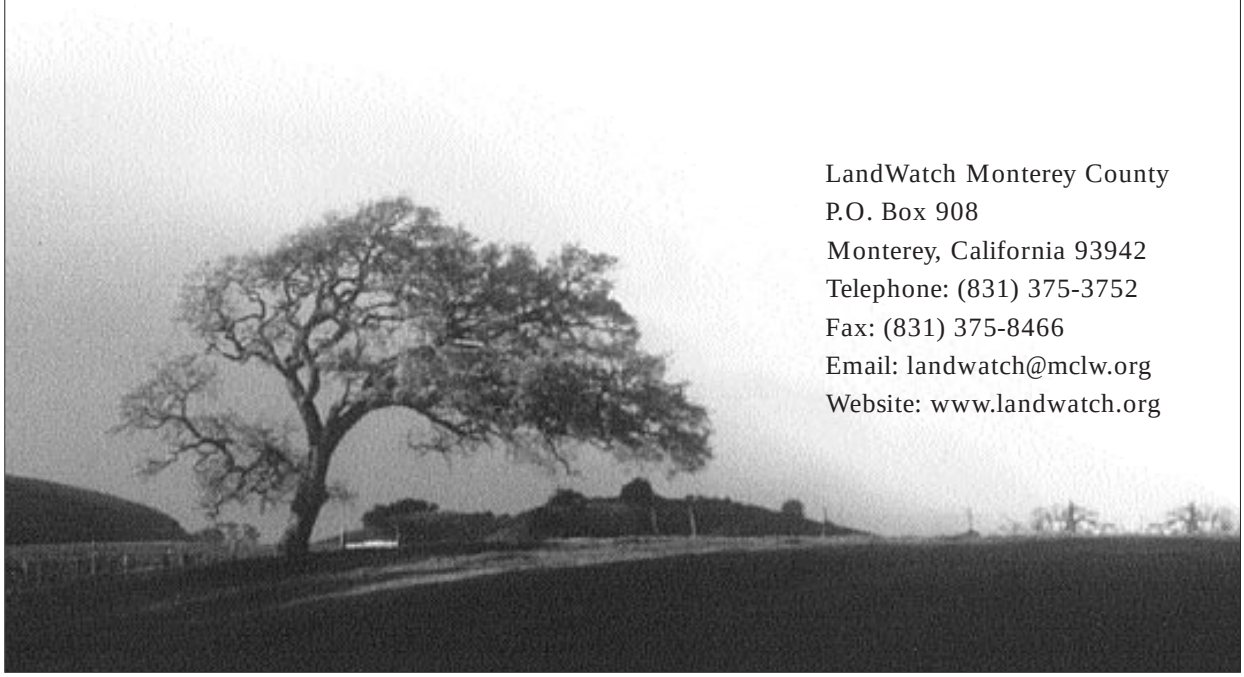
# State of Monterey County 1999

*Land Use, Environment, and Infrastructure: Status and Recommendations*



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# Acknowledgments

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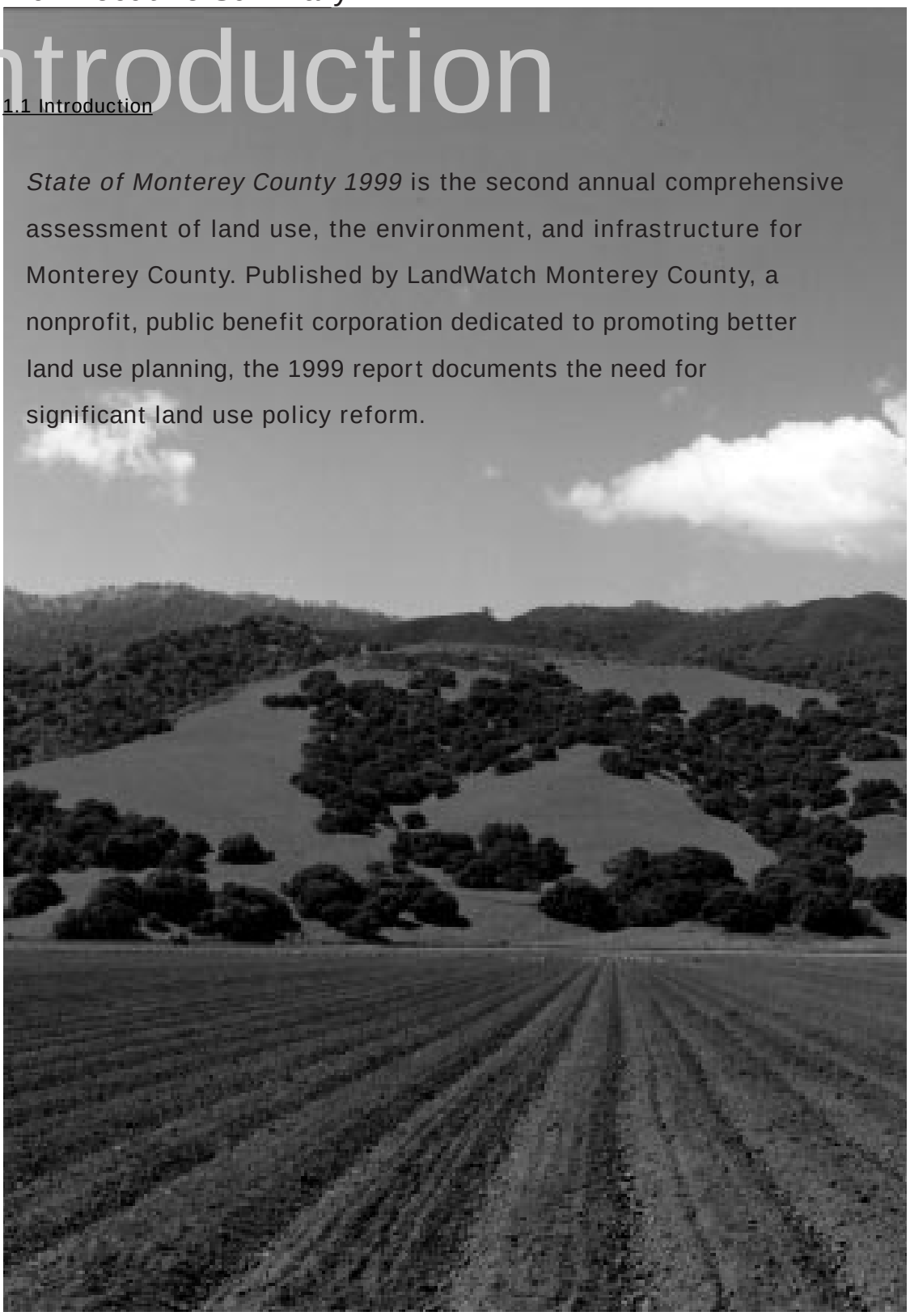
LandWatch also wishes to thank those staff members of the twelve cities and Monterey County who promptly responded to our inquiries. Their participation allowed us to report accurately the *State of Monterey County 1999*. Thanks also to the David and Lucile Packard Foundation for its ongoing financial support.

# introduction

## 1.1 Introduction

*State of Monterey County 1999* is the second annual comprehensive assessment of land use, the environment, and infrastructure for Monterey County. Published by LandWatch Monterey County, a nonprofit, public benefit corporation dedicated to promoting better land use planning, the 1999 report documents the need for significant land use policy reform.



findings

## 1.2 Findings

1. Monterey County's growth rate is the third highest in the state.
Monterey County's population is projected to rise dramatically in the next 20 years, increasing by 39%. In 1997 alone, Monterey County's population grew approximately 4.7%, making it one of the fastest growing counties in California.

2. Monterey County will experience dramatic growth even if no new projects are approved.
New data provided by local governments reveal even more projected growth than estimated in *State of Monterey County 1998*. Even if no new projects were approved, already-approved and unconstructed projects in Monterey County will add 8,167 dwelling units, 4.98 million square feet of commercial and industrial space, and 701 hotel and motel rooms. Pending projects, if approved, would almost double these numbers. The traffic, water supply, and school impacts from approved and pending development projects will degrade Monterey County's quality of life, lead to significant losses of agricultural land, and threaten its long-term economic vitality.

3. Growth is very poorly planned and will increasingly lead to urban sprawl.
Current development patterns are resulting in an increasingly inefficient use of land. New data show that the expansion of urban land is occurring at a rate of 159 acres per 1,000 new residents. If current trends continue through the year 2020, urban land uses will consume an additional 23,800 acres.

4. Housing needs are not being met.
The rapid growth occurring in Monterey County is not leading to the production of housing that can be afforded by ordinary working families, much less by persons who have low or very low incomes. Very little progress has been made in addressing housing needs over the past year.

5. New developments will significantly worsen already inadequate infrastructure, particularly roads.
Current infrastructure cannot support existing levels of development in many parts of Monterey County. In particular, there is a serious lack of road and highway capacity, water supply, and schools. Consequently, it becomes increasingly important for land use decisions to recognize funding constraints. If current growth trends continue, existing problems will significantly worsen.

Of the funds available for capacity-increasing road and highway projects in the next 20 years, the Transportation Agency for Monterey County has programmed 88% for the Prunedale Bypass and Route 101 interchanges as well as operational improvements near Prunedale. There is no funding for improvements to Route 1 north of Castroville, Route 1 near Seaside, Route 68 west and east of Highway 1, Route 183 north of Salinas, Route 218 from Highway 1 to Fremont, as well as Fremont Boulevard, Blanco Road and Reservation Road. All these roads are at Level of Service (LOS) D or below.

recommendations

## 1.3 Recommendations

Current trends never tell us what "must" or "will" happen in the future—they only describe what is happening now. What will happen in the future depends on our actions today. If we make no changes and do nothing new, then the trends documented in this report will define the future reality of Monterey County.

The current pattern of development in Monterey County is putting the future of both the economy and environment at risk. Significant land use reforms are necessary. LandWatch urges local governments to adopt the following five-point program to guide development of their general plans:

- Land use policy should encourage the efficient use of land and the conservation of valuable natural resources through the designation of urban growth boundaries.

- The economic vitality of our local communities should be enhanced by directing new growth and investment inside designated urban growth boundaries and away from open space and productive farmlands.

- Land use policy should maximize social and economic opportunity by integrating affordable housing within mixed-income neighborhoods.

- Adequate public facilities and services—including police, fire, schools, parks, transportation facilities, and a reliable water supply—must be in place prior to, or concurrently with, new development.

- The land use regulatory system should be made more effective, efficient, and accountable, thus providing increased certainty for developers, landowners, and the public, and eliminating unnecessary regulations and delay.

Now is the time to make these public policy changes. Many Monterey County jurisdictions are in the process of amending their general plans, or will soon begin doing so. The urgent need to incorporate these basic land use policy changes into the general plans of the county and the various cities within Monterey County should be clear from this report.

Monterey County citizens are becoming mobilized to address land use issues. With the success of citizen referendum campaigns on Rancho San Carlos, Rancho Chualar II, and Mountain Valley, there is a growing sense that serious land use reforms are necessary. Current trends indicate that land use conflicts will continue to be resolved at the ballot box unless local governments recognize the need for reform and adopt sound land use policies.

report card

## 1.4 State of Monterey County 1999—Report Card

Begun last year, the *State of Monterey County 1999*—Report Card tracks Monterey County's progress on land use, the environment, and infrastructure by providing a broad qualitative assessment of how well Monterey County and the cities are planning our future. The report card ratings are based on a comparison of established standards, goals, or needs to data compiled in this report. An "A" indicates Monterey County excels in relation to a local, state, or federal standard; a "B" indicates we are above average; a "C" is average; a "D" is below average; and an "F" connotes failure.

Don't be misled by attempting to "average" scores across different categories. Each parameter is unique and has its own value. For example, Monterey County generally has excess wastewater treatment capacity, good air quality, large expanses of agricultural land, and plenty of parks and open space. High rankings in these areas do not offset the serious problems we have with roads and highways, water supply, and affordable housing; indeed, these parameters indicate constraints on future development.

There are two new indicators in this year's report: land use efficiency and urban growth boundaries. Both of these indicators tell us whether or not existing policies protect one of our most limited resources—the land. Here is the 1999 Monterey County report card:

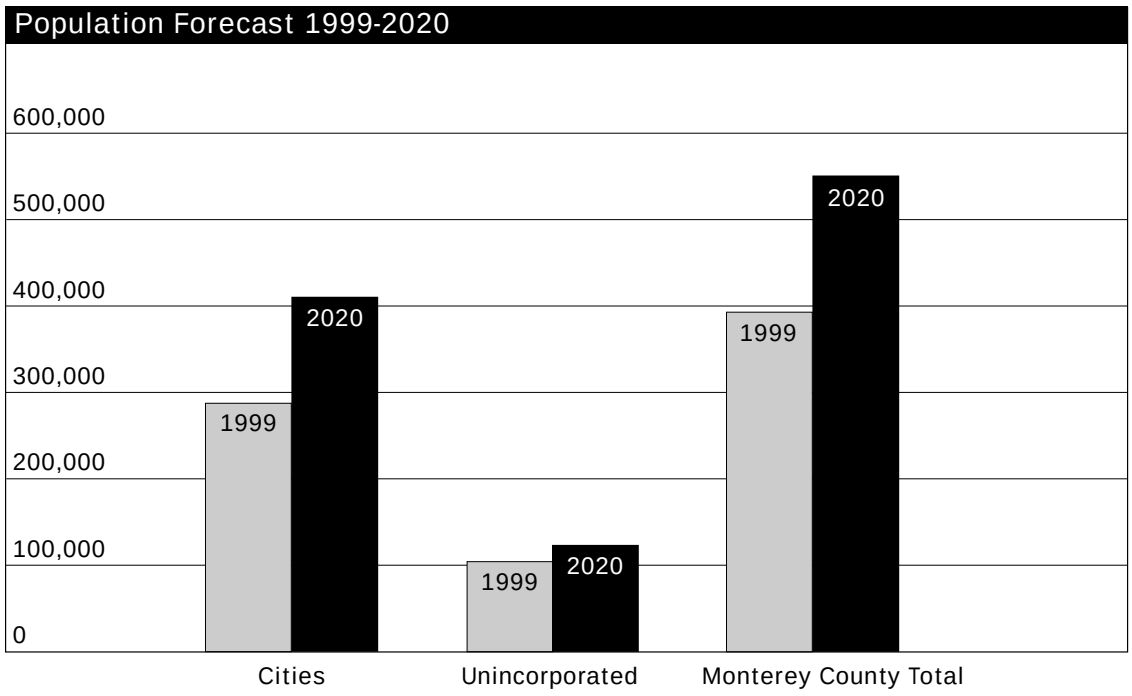
| Indicator | Excels ..... Fails | | | | |
|---|---|---|---|---|---|
| | A | B | C | D | F |
| Affordable Housing | | | | | F |
| Agricultural Land | | | C | | |
| Air Quality | | B | | | |
| Land Use Efficiency | | | | | F |
| Open Space and Recreational Lands | A | | | | |
| Roads and Highways | | | | | F |
| School Capacity | | | C | | |
| Up-to-Date General Plan—Cities | | B | | | |
| Up-to-Date General Plan—County | | | | D | |
| Urban Growth Boundaries | | | | | F |
| Wastewater Treatment | | B | | | |
| Water Quality | | | | D | |
| Water Supply | | | | | F |


DANGER
CONSTRUCTION AREA
KEEP OUT

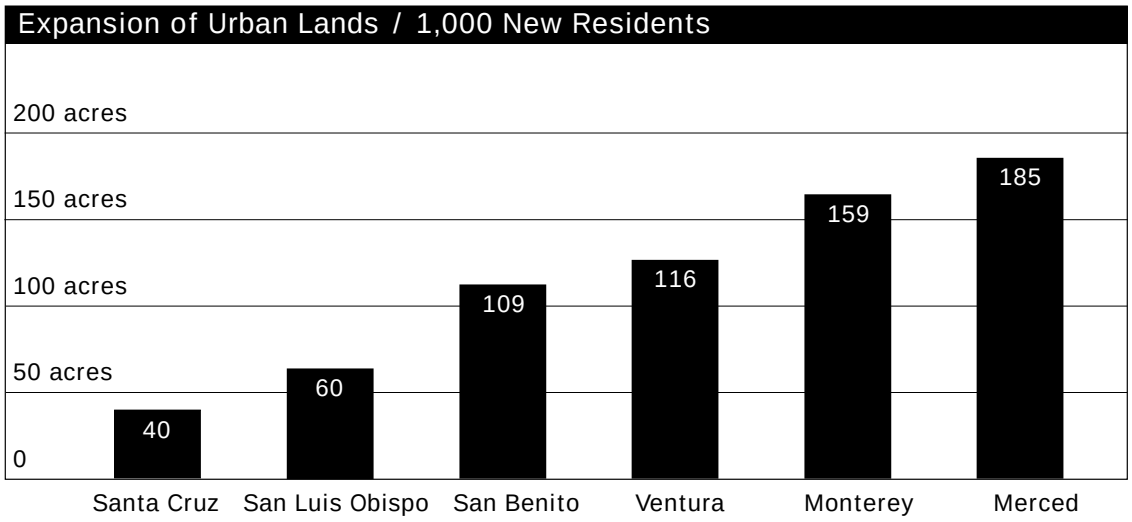
## 1.5 Trends

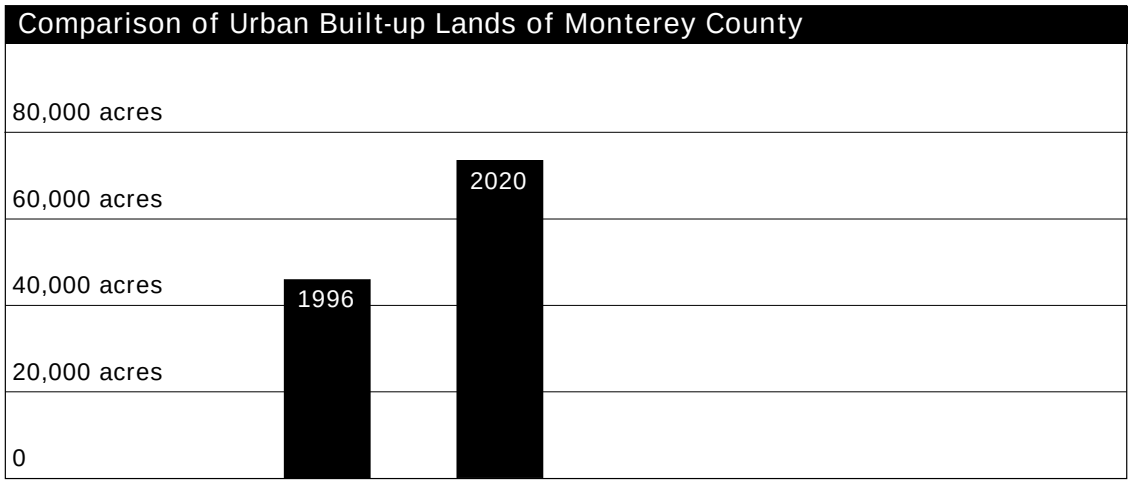
The following trends are documented in this 1999 report:

- Population. Monterey County's population is projected to rise dramatically in the next 20 years, increasing by 37%, from a current population of 391,300 to a projected population of 537,000 in the year 2020. In 1997, Monterey County's population grew approximately 4.7%. The County's 1998 growth rate was 2.7%, making Monterey County the third fastest growing county in California. Much of this population growth is projected to occur in the Salinas Valley.



▼ Urban Sprawl. Existing planning practices encourage the inefficient use of land. Currently, 159 acres of land are converted to urban uses for every 1,000 new residents. If this rate remains constant through the year 2020, an additional 23,800 acres of land will be committed to urban development. Monterey County's rate of urban land expansion is significantly higher than in neighboring San Benito, San Luis Obispo, and Santa Cruz counties.



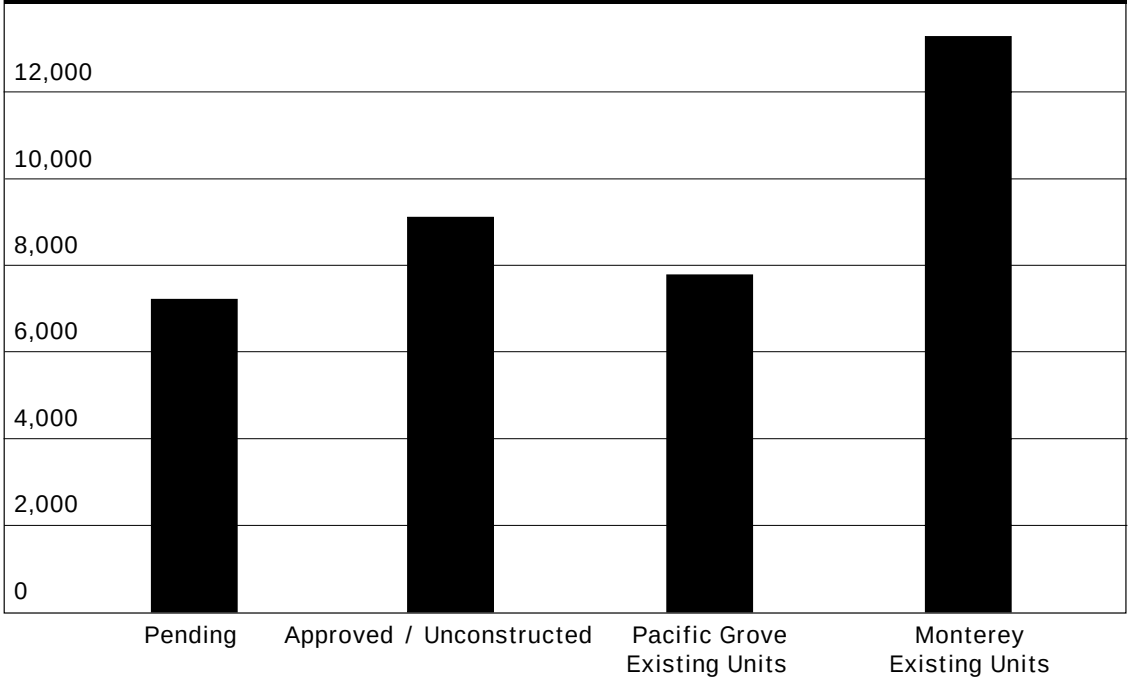
▼ Approved and Pending Projects. Monterey County and the cities either have approved or are considering approval of 15,410 residential units, 8.6 million square feet of commercial/ industrial projects, and 1,418 hotel/motel units. Development of 1,226 lots of record on the Monterey Peninsula (included in the 15,410 residential units) depends on the availability of additional water. The project list includes projects not previously documented in the *State of Monterey County 1998* —an additional 3.6 million square feet of commercial/industrial projects. The project list excludes the projected buildout of the general plans, the reuse of Fort Ord, and facilities for 6,800 students at California State University Monterey Bay (CSUMB). The water and traffic impacts resulting from the CSUMB facilities are included because the facilities have been approved or are pending.

**Total Approved / Unconstructed and Pending Projects**

| Project Status | Dwelling Units | Commerical/ Industrial Sq. Ft. | Hotel Rooms |
|---|---|---|---|
| Approved/Unconstructed | 8,167 | 4,975,099 | 701 |
| Action Pending | 7,243 | 3,688,488 | 717 |
| Total | 15,410 | 8,663,587 | 1,418 |

The approved/unconstructed and pending projects throughout the county will add more dwelling units than those which have already been built within the City of Monterey and 28 times more commercial and industrial square footage than the Edgewater Shopping Center in Sand City.

**Approved / Unconstructed and Pending Dwelling Units — A Perspective**

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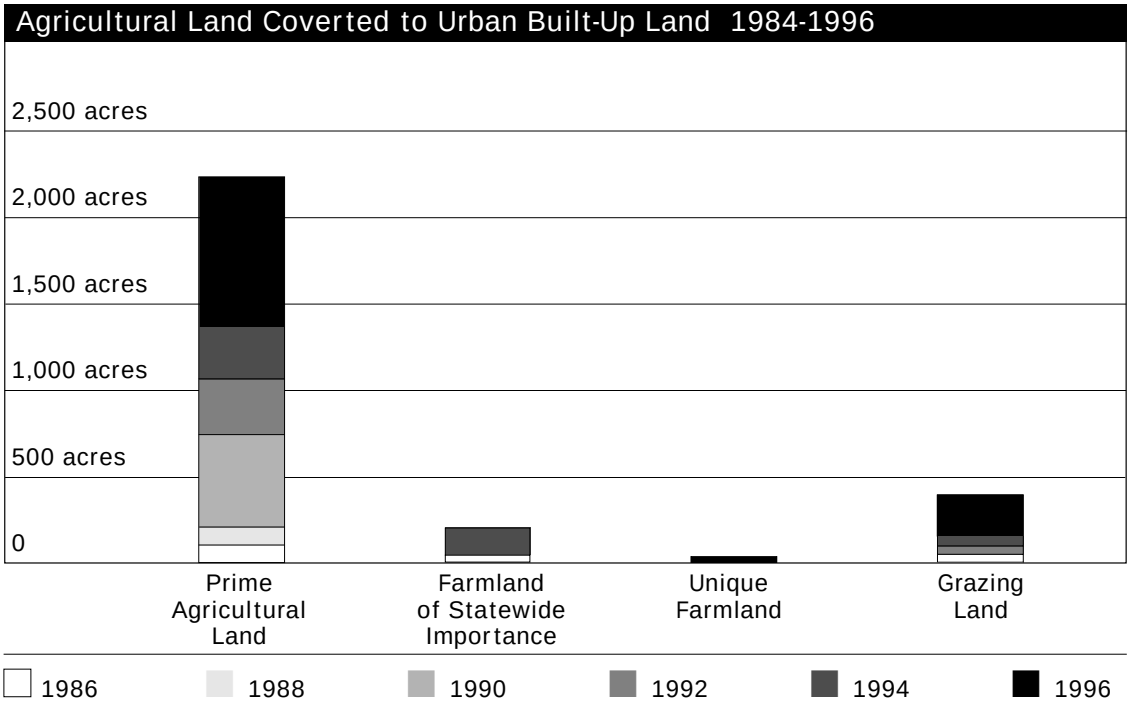
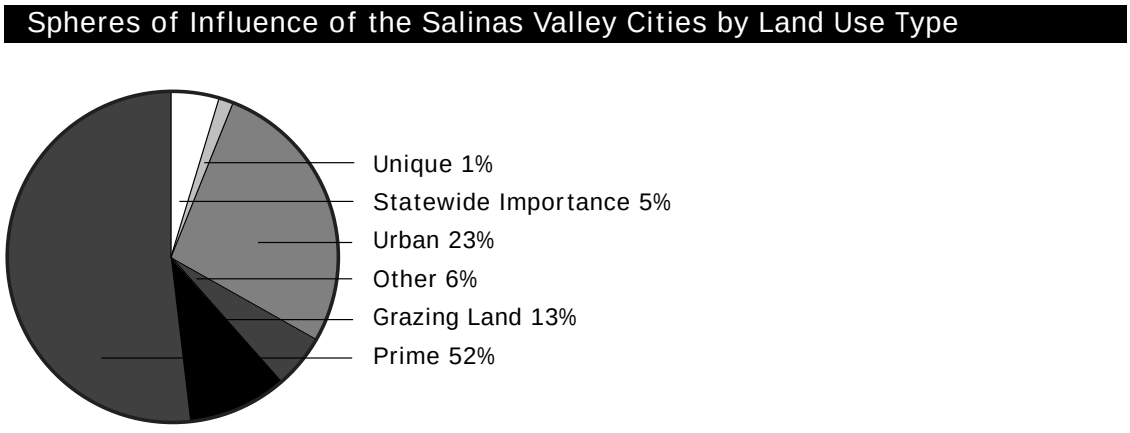
ROMAINE

▼ Loss of Agricultural Lands. Existing planning practices encourage the conversion of agricultural land to urban uses. Between 1984 and 1998, 3,348 acres of agricultural land, including over 2,300 acres classified as prime, were converted to urban land uses. At risk of conversion to urban land uses are 2,250 acres of agricultural land, including 1,650 acres classified as prime, which are within the spheres of influence of the five Salinas Valley cities.



*Approved but unconstructed projects*

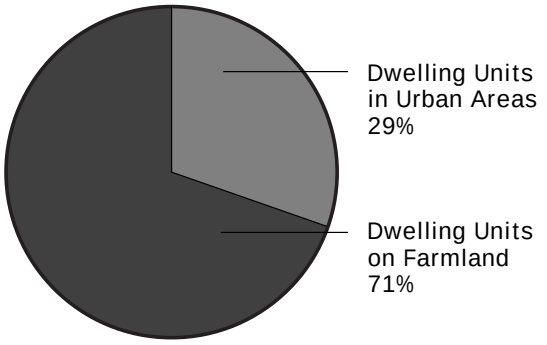
The approved/unconstructed projects have either removed, or will soon remove, over 1,400 acres of land from agricultural production. Of the 8,167 dwelling units in the approved/ unconstructed category, 71% will be built on farmland. Of these units, 99.5% will be on farmland within cities, and .5% will be on farmland within the unincorporated area.

*Pending projects*

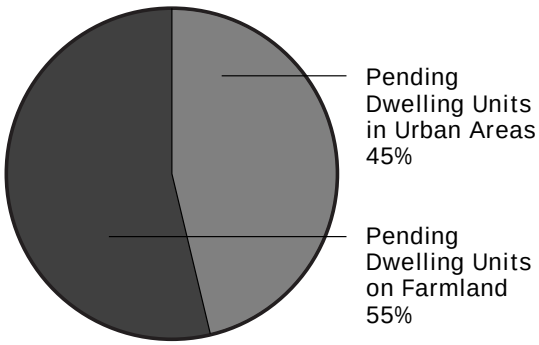
The dwelling units in the pending category, if approved, would convert 1,200 acres of productive agricultural land to urban built-up uses. Of the 7,243 dwelling units under consideration but not yet approved, 55% would be built on farmland. Of these, 22% are in the cities, and 78% are in the unincorporated area.

Almost 7.9 million square feet or 92% of the commercial and industrial projects on the approved/ unconstructed and pending lists would be on farmland.

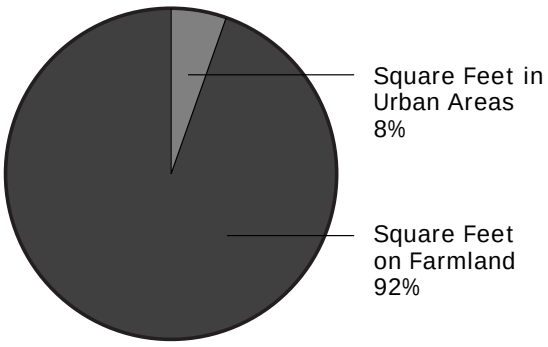
## Approved / Unconstructed Dwelling Units

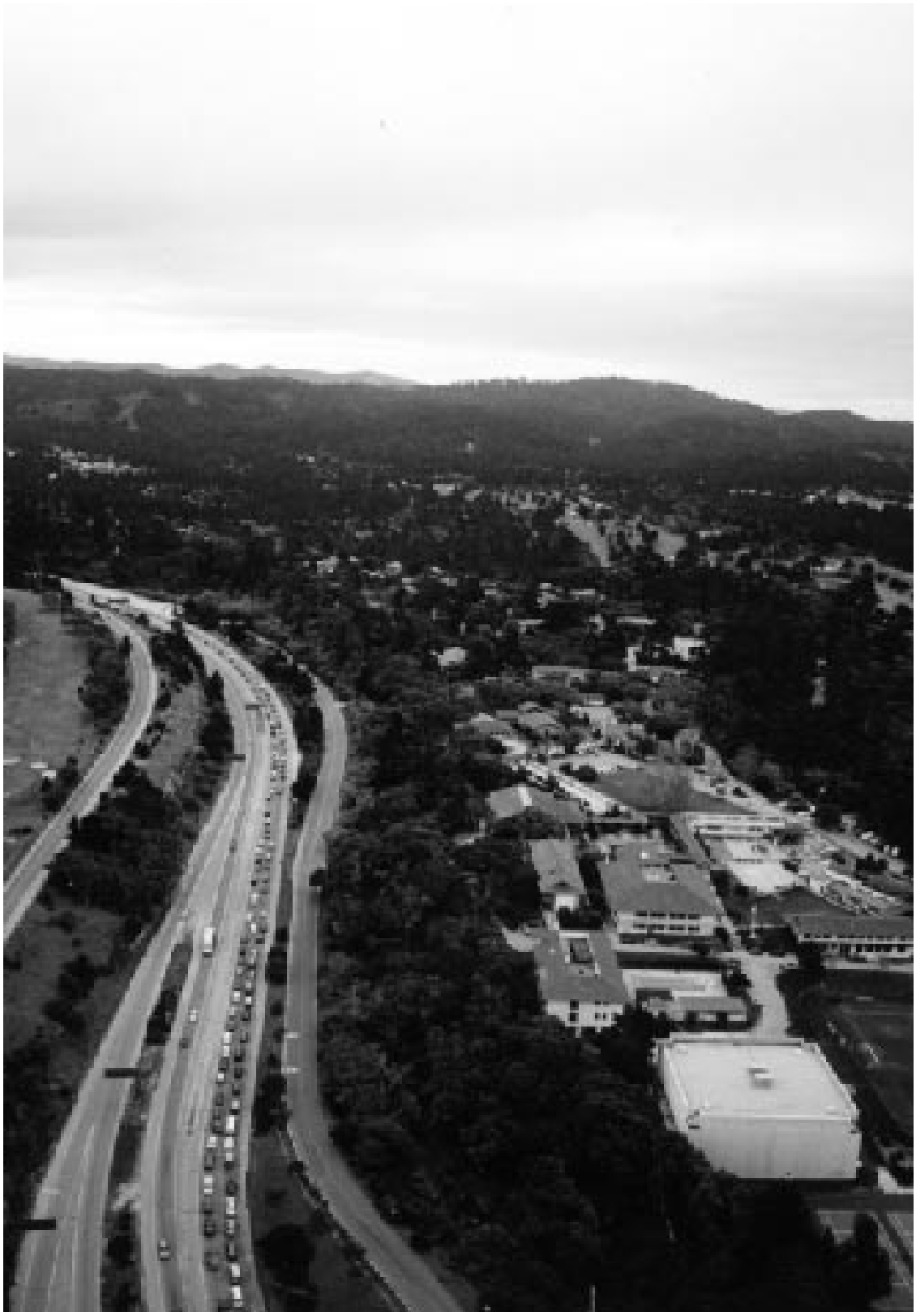



## Pending Dwelling Units



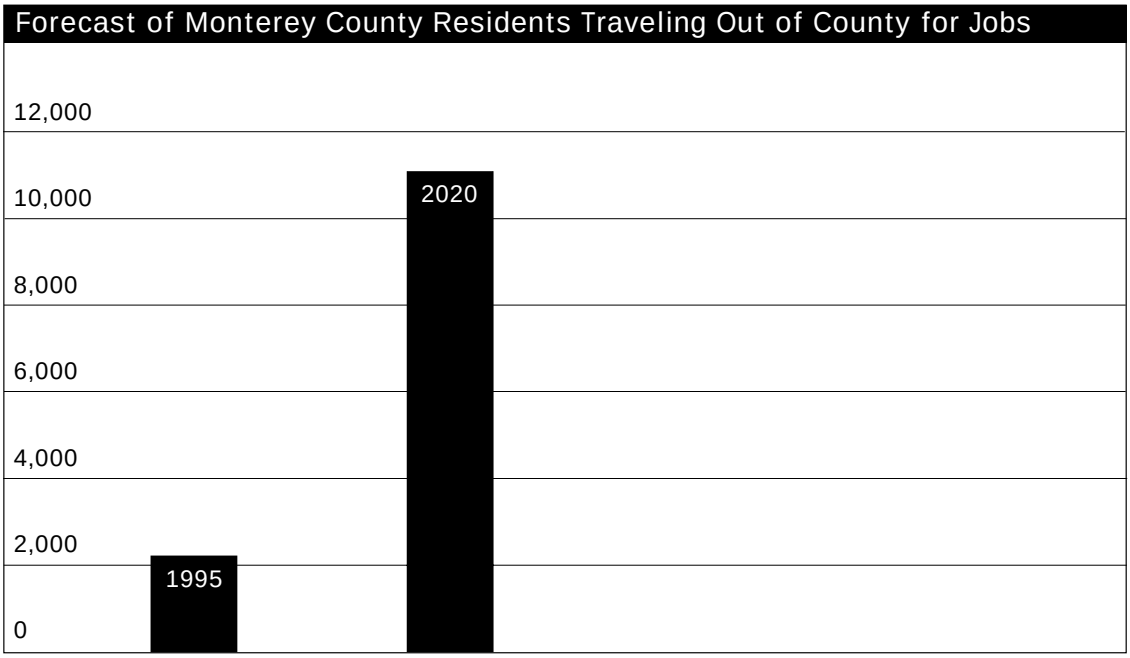

## Commercial / Industrial Square Feet on Farmland





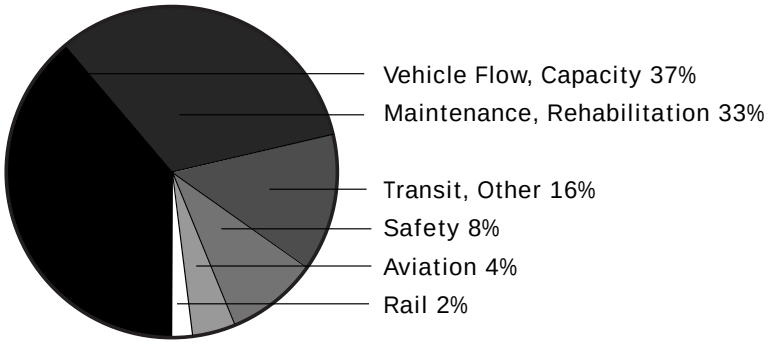
▼ Traffic Congestion. Traffic congestion on local and state roadways is getting worse. Highway congestion is measured on a scale of Level of Service (LOS) A to F, with F being the worst. Of the 15 state highway segments evaluated, four are at LOS D, one is at LOS E, and seven are at LOS F. Of the 18 local arterials evaluated, nine are at LOS C, seven are at LOS D, and one is at LOS F. Approved and pending dwelling units, expected growth at CSUMB, and visitor-serving projects would add 157,046 daily trips to already congested highways, an increase of 15% over 1997 daily trips.

In 1995, measuring on a "net" basis (in-commuters minus out-commuters), about 2,600 employed residents, representing 1.6% of the total county workforce, commuted to jobs outside Monterey County. By 2020, again on a "net" basis, about 11,000 residents, or 4.9% of the total workforce, are expected to commute to work outside of the county.

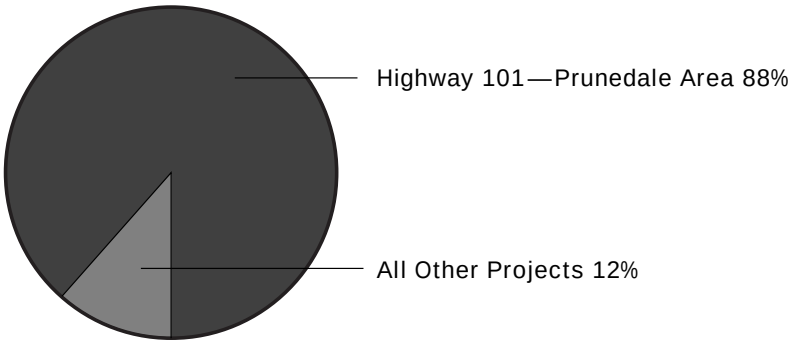


▼ Transportation Funding. Of the $388,645,000 estimated to be available for capacity increasing road and highway projects in the next 20 years, the Transportation Agency for Monterey County has programmed 88% for the Prunedale Bypass and Route 101 interchanges and operational improvements near Prunedale. There is no funding for improvements to Route 1 north of Castroville, Route 1 near Seaside, Route 68 west and east of Highway 1, Route 183 north of Salinas, Route 218 from Highway 1 to Fremont, as well as Fremont Boulevard, Blanco Road, and Reservation Road. All these roads are at LOS D or below. Consequently, it becomes increasingly important for land use decisions to recognize transportation funding constraints.

## Distribution of Transportation Funding, Monterey County 1999



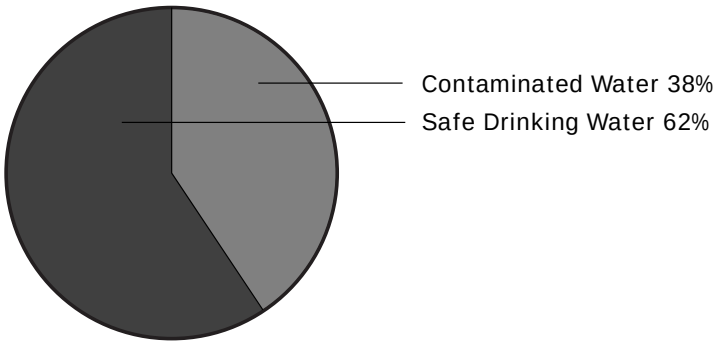

## Major Capacity-Increasing Projects, Monterey County 1999



▼ Water Supply. The major population areas of the county have serious water supply problems. Population growth on the Monterey Peninsula surpassed the number of people who can be served under California American Water Company's (Cal-Am) production limits in the early 1990s. The Salinas Valley Ground Water Basin is overdrafted by 40,000 to 50,000 acre-feet per year, or approximately 10% of the basin's safe yield. In North Monterey County, annual water extractions exceed average annual recharge by 100%. Approved and pending developments would require 1,065 acre-feet of water per year from Cal-Am, between 4,762 and 6,204 acre-feet per year from the Salinas Valley Ground Water Basin, and 736 acre-feet per year from other sources. Aside from 850 acre-feet per year for CSUMB, most of the projects requiring water from the Salinas Valley Ground Water Basin would consume less water than the agricultural uses they are replacing. However, once water is committed to urban growth, a long-term entitlement is created, and dry-year demand is increased.

▼ Water Quality. Groundwater use in the Salinas Valley is adversely affected by nitrate contamination. A 1998 report from the Monterey County Water Resources Agency states that of 262 water wells sampled, 100 wells (38%) had nitrate concentrations exceeding the safe drinking water standard. Nitrate concentrations are expected to rise in future years because of the 40- to 60-year time lag between changes in nitrate loading at the surface and corresponding changes in groundwater.

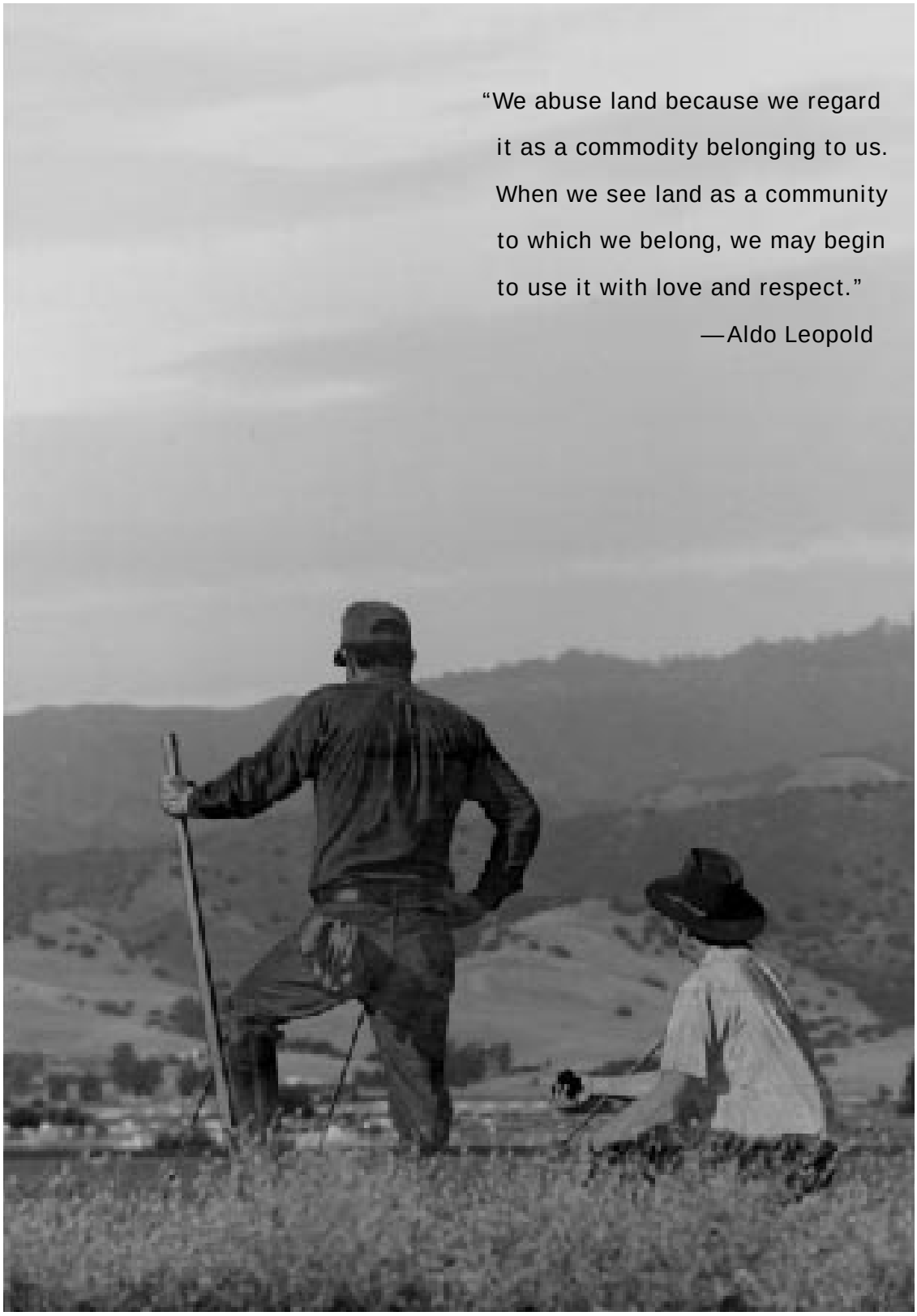
Nitrate Contamination in the Salinas Valley / 262 Wells Sampled



▼ Affordable Housing. All available data indicate that the supply of housing for lower-income persons is extremely limited, and adequate affordable housing is not being constructed as growth proceeds. No agency is responsible for tracking affordable housing countywide. No consistent method is in place to quantify the construction of affordable housing by the various jurisdictions over a specified period of time. The Monterey County and the twelve cities must collaborate to develop a consistent method to track the construction of affordable housing and the accomplishments of existing programs.

▼ General Plans. State law requires planning agencies to "prepare, periodically review, and revise, as necessary, the general plan." Numerous cities in the county are in the process of updating their general plans. The cities of King City, Marina, Salinas, and Sand City are at various stages of the update process. The cities of Carmel, Monterey, and Soledad will consider initiating a general plan update during the 1999/2000 Fiscal Year. The County of Monterey has hired a consultant to develop a work program to define the scope of a general plan update, and it is anticipated that the County of Monterey will initiate a general plan update during the 1999/2000 fiscal year. The Monterey County General Plan is 16 years old and most of its area plans are ten or more years old.

| Jurisdiction | Date Current Plan Adopted | Advisory Date For Comprehensive Update | Date Comprehenisve Update Scheduled |
|---|---|---|---|
| Monterey County | 1982 | 1987 | 1999 |
| Carmel | 1989 | 1994 | 1999 |
| Del Rey Oaks | 1997 | 2002 | None Scheduled |
| Gonzales | 1996 | 2001 | None Scheduled |
| Greenfield | 1981 | 1986 | None Scheduled |
| King City | 1999 | 2004 | 1998 |
| Marina | 1982 | 1987 | 1998 |
| Monterey | 1988 | 1993 | 2000 |
| Pacific Grove | 1994 | 1999 | None Scheduled |
| Salinas | 1988 | 1993 | 1999 |
| Sand City | 1989 | 1994 | 1999 |
| Seaside | 1996 | 2001 | None Scheduled |
| Soledad | 1993 | 1998 | 1999 |



“We abuse land because we regard it as a commodity belonging to us. When we see land as a community to which we belong, we may begin to use it with love and respect.”

—Aldo Leopold

## Table 1 — Approved and Unconstructed Projects by Jurisdiction

| Project | Jurisdiction | Dwelling Units | Hotel Rooms | Commercial/ Industrial Sq. feet | Average Daily Trips | Water Acre Ft/Yr | Status |
|---|---|---|---|---|---|---|---|
| Cañada Woods North and Cañada Woods | County | 108 | | 80,000 | 1,037 | 147 | Approved/ Unconstructed |
| Las Palmas Phase II | County | 515 | | | 4,944 | 123* | Under Construction |
| Monterra | County | 247 | | | 2,371 | 62* | Approved/Phase I Under Construction |
| Moro Cojo | County | 365 | | | 2,891 | 131 | Approved/Under Construction |
| Moss Landing Marine Lab | County | | | 52,000 | | | Approved/Under Construction |
| Oakhills | County | 47 | | | 451 | 11* | Approved/Under Construction |
| Pajaro Commons | County | 64 | | | 11 | 19* | Approved/Under Construction |
| Pasadera | County | 254 | | | 3,039 | 162 | Approved/Under Construction |
| Quail Meadows | County | 65 | 40 | | 921 | 43 | Approved/ Unconstructed |
| Rancho San Carlos | County | 350 | | | 1,214 | 272 | Approved/ Unconstructed |
| September Ranch | County | 94 | | | 835 | 61 | Approved/ Unconstructed |
| Triple M Ranch | County | 31 | | | 300 | 16*~ | Approved |
| Vista Vente | County | 35 | | | 336 | 9 | |
| Yanks Air Museum | County | | 150 | | 1,440 | ~ | Approved/ Unconstructed |
| CSUMB Master Plan | CSUMB | | | | 15,650 | 850 | FEIR Completed |
| Retail | Del Rey Oaks | | | 57,860 | | 7 | Approved/ Unconstructed |
| California Sea Breeze III | Gonzales | 317 | | | 3,043 | 159*~ | Approved/ Unconstructed |
| Canyon Creek | Gonzales | 224 | | | 2,128 | 112*~ | Approved/ Unconstructed |
| Arroyo Seco | Greenfield | | | 1,916,640 | | ~ | Approved/Under Construction |
| Camino El Paraiso | Greenfield | 94 | | | 922 | 47*~ | Approved/Near Completion |
| Green Leaf Estates | Greenfield | 75 | | | 720 | 38*~ | Approved/Under Construction |
| 331 Reservation Road | Marina | | 32 | 3,100 | 192 | 3* | Approved/Building Permits Not Issued |
| 374 Reservation Road | Marina | 27 | | | 311 | 9* | Approved/ Unconstructed |
| 485/497 Reservation Road | Marina | | | 50,000 | | 4* | Approved/Under Construction |
| HAMC Farmworker Housing | Marina | 56 | | | 18 | | Approved/Under Construction |
| Marina Dunes Resort | Marina | | 63 | | 624 | 91* | Approved/Under Construction |
| Marina Landing | Marina | | | 113,000 | | | Approved/ Unconstructed |

## Table 1 — Approved and Unconstructed Projects by Jurisdiction, continued

| Project | Jurisdiction | Dwelling Units | Hotel Rooms | Commercial/ Industrial Sq. feet | Average Daily Trips | Water Acre Ft/Yr | Status |
|---|---|---|---|---|---|---|---|
| Shelter Plus-Homeward Bound | Marina | 27 | | | | 9 | Approved/ Unconstructed |
| 330 Alvarado Street | Monterey | 30 | | | 216 | 7 | Approved/Under Construction |
| Lower Ragsdale Ryan Ranch | Monterey | | | 92,425 | | 6* | Approved/ Unconstructed |
| Arcadia | Salinas | 200 | | | 1,920 | 100*~ | Approved/Part Constructed |
| Creekbridge | Salinas | 1,980 | | 17,600 | 16,236 | 990*~ | Approved/ Unconstructed |
| David/Rossi | Salinas | 95 | | | 760 | 48~ | Approved/ Unconstructed |
| Harden Ranch | Salinas | 1,000 | | 215,000 | 4,200 | 500*~ | Approved/Under Construction |
| Mountain Valley Shopping Center | Salinas | | | 89,000 | | ~ | Approved/Under Construction |
| Abott/Work Street Industrial Park | Salinas | | | 77,474 | | | Approved/Under Construction |
| Salinas Auto Center | Salinas | | | 447,000 | | ~ | Approved/ Unconstructed |
| Westridge Center Hotel | Salinas | | 280 | 652,500 | 2,408 | 59*~ | Approved/ Unconstructed |
| Westridge Self Storage | Salinas | | | 40,000 | | 3*~ | Approved/ Unconstructed |
| Williams Ranch | Salinas | | 1,150 | 310,000 | 4,830 | 575*~ | Approved/Under Construction |
| Sterling Center | Sand City | | 136 | | 1,306 | 41* | Approved/ Unconstructed |
| California Highlands | Soledad | 28 | | | 322 | 14* | Approved/Under Construction |
| Las Jicamas | Soledad | 53 | | | 371 | 27* | Approved/Under Construction |
| Vista Soledad Community | Soledad | 636 | | 761,500 | 5,724 | 318*~ | Approved/Under Construction |
| Total | | 8,167 | 701 | 4,975,099 | 81,672 | 5,089 | |

* Calculated using standard trip rates and water demand factors. Water demand is calculated for dwelling units and hotel rooms. Water demand is not calculated for industrial/commercial projects.

~ Project would consume less water than existing agricultural uses which they are replacing.

## Table 2 — Pending Projects by Jurisdiction

| Project | Jurisdiction | Dwelling Units | Hotel Rooms | Commercial / Industrial | Average Daily Trips Sq. feet | Water Acre Ft / Yr | Status |
|---|---|---|---|---|---|---|---|
| Capuro & Sons | County | | | 67,000 | | 2 | Application Filed |
| Pebble Beach Lot Program | County | 403 | | | 3,800 | | FEIR |
| Tavernetti Subdivision | County | 409 | | | 3,926 | 98* | Application Filed; DEIR pending |
| 435 Reservation Road | Marina | | | 56,000 | | | Pending |
| Cypress Knolls | Marina | 570 | | | 1,881 | 188* | Pending |
| Marina Knolls | Marina | | 300 | | 2,580 | 63* | Pending |
| Cannery Row Market Place | Monterey | 47 | | 115,771 | 8,422 | 32 | DEIR Circulated |
| Senior Housing | Pacific Grove | 50 | | | 330 | 8 | Pending |
| Legal Lots of Record MPWMD | Peninsula Cities & County | 1,226 | | 556 | 10,156 | 730 | Pending water Availability |
| Monterey Bay Shores | Sand City | 133 | 217 | | 4,831 | 99 | Appealed to California Coastal Commission |
| Hayes Housing Project | Seaside | 400 | | | 3,860 | 152 | DEIR circulated |
| Merrit Manor | County | 88 | | | 845 | 44*~ | Application Filed |
| Pajaro Valley Golf Course | County | 146 | | | 1,460 | 44*~ | Application Filed |
| Rancho San Juan | County | 2,893 | 200 | 3,406,392 | 28,351 | 1,950*~ | DEIR public review completed |
| Industrial Project | Salinas | | | 42,769 | | ~ | Pending |
| Miravale | Soledad | 878 | | | 4,931 | 439*~ | Pending |
| Total | | 7,243 | 717 | 3,688,488 | 75,374 | 3,817 | |

* Calculated using standard trip rates and water demand factors. Water demand is calculated for dwelling units and hotel rooms. Water demand is not calculated for industrial/commercial projects.

~ Project estimated to consume less water than existing agricultural uses which they are replacing.

# 2.0 Development—Approved and Pending Projects



The project list (Tables 1 and 2 ) shows that the cities and the county have either approved or are considering the approval of 15,410 dwelling units, 8.6 million square feet of commercial and industrial uses, and 1,418 hotel rooms. The list includes two major categories of projects: (1) projects that have been approved and not yet constructed, and (2) projects not yet approved, but with applications filed (pending projects). The project list excludes the projected buildout of the general plans, the reuse of Fort Ord, and facilities for 6,800 students at California State University Monterey Bay (CSUMB). The water and traffic impacts resulting from the CSUMB facilities are included because the facilities have been approved or are pending. To the extent that these plans are implemented, this project list understates new growth potential.

This year LandWatch received more complete information from local jurisdictions than it received for last year's report. Thus, this year's project list is more comprehensive than the list published in 1998. *The State of Monterey County 1998* report indicated that Monterey County and the cities either had approved or were considering the approval of 15,400 dwelling units, 5 million square feet of commercial/industrial uses, and 1,145 hotel rooms. The significant increases shown this year are largely attributable to previously unreported projects.

### Approved/Unconstructed Projects

In the Approved/Unconstructed category, local jurisdictions have approved 8,167 dwelling units and 701 hotel/motel rooms. Of the approved/unconstructed units, 853 or 10% will be affordable to very low-, low-, or moderate-income residents through deed restrictions. The approved/unconstructed units will add 81,672 daily vehicle trips to our roads and highways. (Since residential trips account for working, shopping, and other trips, commercial/industrial trips have been excluded in order to avoid double counting; therefore, future trips are underestimated). Construction at CSUMB through 2005 will add another 15,650 daily trips. Approved but unconstructed commercial/industrial projects total 4,975,099 square feet. These projects would require 76 acre-feet per year from California American Water Company (Cal Am), between 2,281 and 3,762 acre-feet per year from the Salinas Valley Ground Water Basin, and 704 acre-feet of water per year from other sources. In addition, CSUMB will require 850 acre-feet per year from the Salinas Ground Water Basin by 2005. Projects in the Salinas Valley would likely lead to a decline in water use, compared to agricultural uses.

### Pending Projects

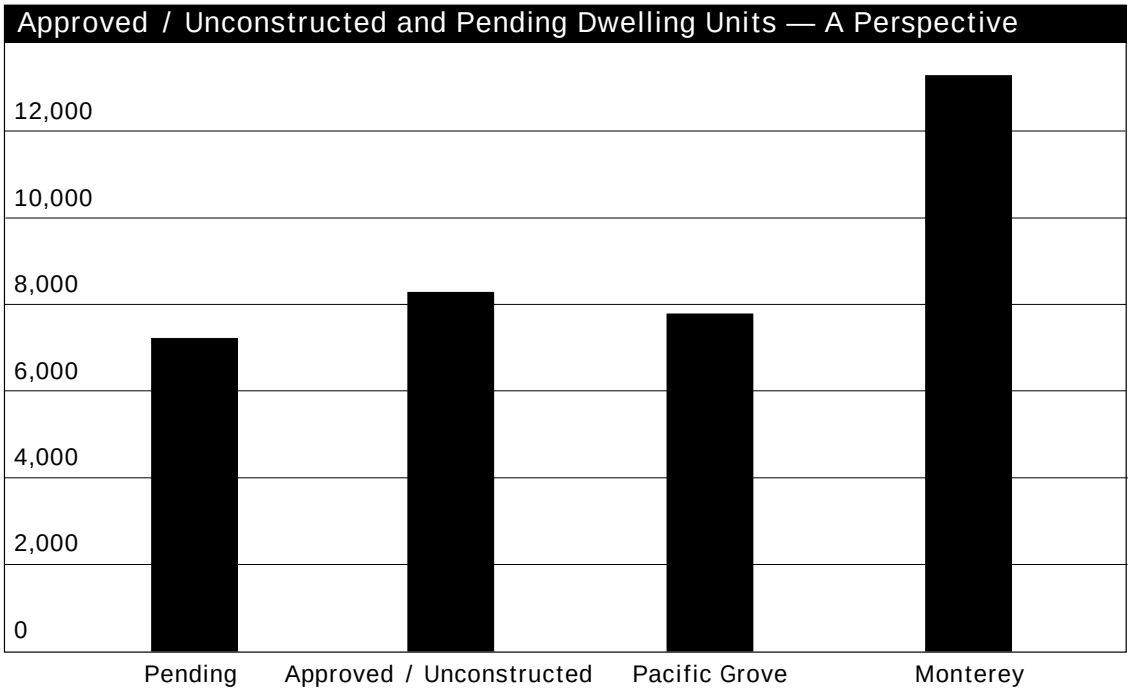
In the Pending Projects category, 7,543 dwelling units and 717 hotel/motel rooms are in the planning process. Of the dwelling units pending action, 159 would be affordable to very low-, low-, or moderate-income residents through deed restrictions. Affordable housing units generated from in-lieu fees are not included because the specific number of affordable housing units that may be constructed through the use of such fees is not clearly identified in the project application. Pending projects would add 75,374 daily trips to roads and highways. Pending commercial/industrial projects total 3,688,488 square feet, and would require 989 acre-feet per year from Cal-Am, between 2,634 and 2,827 acre-feet of water per year from the Salinas Valley Ground Water Basin, and 32 acre-feet per year from other sources.

### Total Approved and Pending Projects

In total, 15,410 dwelling units, 1,418 hotel/motel rooms, facilities for 6,800 CSUMB students, and about 8.6 million square feet of commercial/ industrial uses either have been approved or are pending approval. Development of 1,226 lots of record on the Monterey Peninsula (included in the 15,410 residential units) depends on the availability of additional water. The impacts from this level of development are significant. A total of 157,046 additional vehicle trips would be generated, which represents a 15% increase over 1997 levels. Approved and pending developments would require 1,065 acre-feet of water per year from Cal-Am, between 4,664 and 6,204 acre-feet per year from the Salinas Valley Ground Water Basin, and 736 acre-feet per year from other sources. This includes 730 acre-feet of water per year in the Monterey Peninsula, which is a conservative estimate of the water demand that was estimated in the legal lots of record study conducted by the Monterey Peninsula Water Management District. Aside from 850 acre-feet per year for CSUMB, most of the projects requiring water from the Salinas Valley Ground Water Basin would probably consume less water than the agricultural uses they are replacing; however, once water is committed to urban growth, a long-term entitlement is created, and dry-year demand is increased.

### Out-of-County Impacts

Over the past five years, Monterey County has been affected by the jobs/housing imbalance created in Santa Clara County. Between 1995 and 1997, Santa Clara County created 126,000 jobs, but created only 7,100 housing units. This imbalance has resulted in a high demand for housing and an increase in residential land values in Santa Clara County. Lower- and moderate-income workers have migrated to Monterey County for more affordable housing. New housing to accommodate growth pressures often takes the form of low density suburban sprawl, where residents are dependent on the auto for access to job centers.[1] Recent proposals in Santa Clara County indicate that this type of pressure on Monterey County is likely to increase.[2]




The approved/unconstructed and pending projects throughout the county will add more dwelling units than those which have already been built within the City of Monterey and 28 times more commercial and industrial square footage than the Edgewater Shopping Center in Sand City.

# 3.0 Land Use Indicators

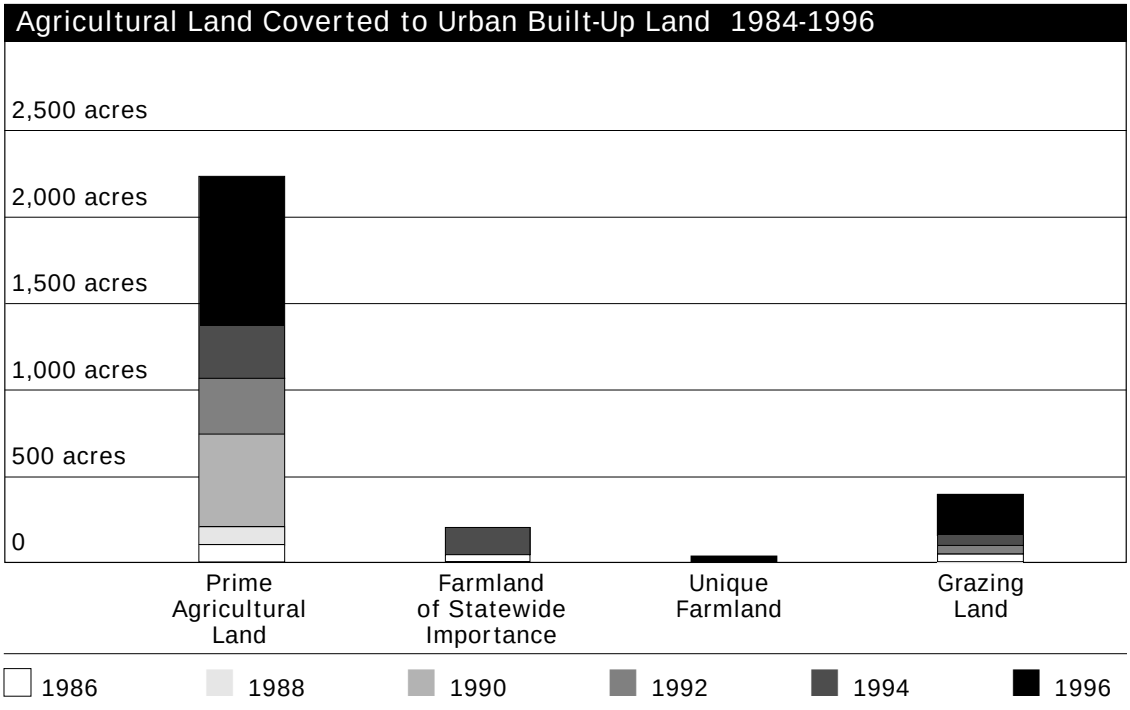


*Agricultural Land*
**Grade: C**

## 3.1 Agricultural Land

The development now occurring in Monterey County will have a significant impact on Monterey County's agricultural land base.

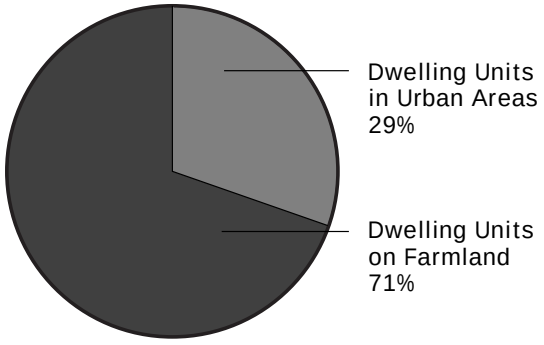
Reports from the Department of Conservation Farmland Mapping Program, which has documented land use conversions since 1984, show that between 1984 and 1996, 3,065 acres of agricultural land, including 2,259 acres classified as prime, were converted to urban land uses (Table 3).[3] Between 1996 and 1998, 283 acres of agricultural land were committed to nonagricultural uses, of which 87 acres were annexed by cities and 196 were converted within the unincorporated area. During the same time period, within the unincorporated area, over 4,650 acres of grazing lands were converted to irrigated crops. Of that land, 85% was committed to the production of grapes.[4]



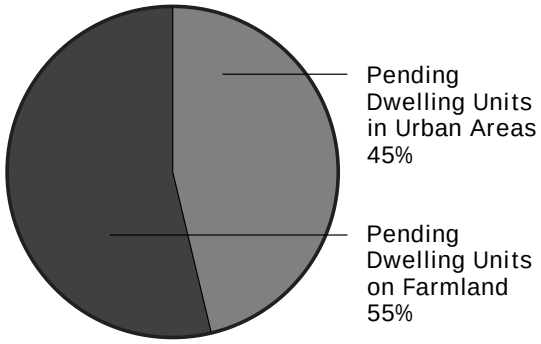
| Table 3 — Agricultural Land Converted to Urban Built-Up Land 1984-1996 (acres) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1986 | 1988 | 1990 | 1992 | 1994 | 1996 | Total |
| Prime Agricultural Land | 92 | 111 | 546 | 307 | 255 | 948 | 2,259 |
| Farmland of Statewide Importance | 0 | 0 | 36 | 27 | 26 | 261 | 350 |
| Unique Farmland | 0 | 14 | 0 | 1 | 2 | 30 | 47 |
| Grazing Land | 23 | 60 | 52 | 49 | 63 | 162 | 409 |
| Agricultural Land Total | 115 | 185 | 634 | 384 | 346 | 1,401 | 3,065 |

The approved/unconstructed projects documented in this report either have removed, or will soon remove, over 1,400 acres of land from agricultural production. These figures are based on present or previous agricultural use, not existing general plan designations. Of the 8,167 dwelling units in the approved/unconstructed category, 71% would be built on farmland. Of the 7,243 dwelling units under consideration but not yet approved (Pending Projects), 55% would be built on farmland, consuming a total of 1,200 acres. Close to 7.9 million square feet of commercial/ industrial development in both Approved/Unconstructed or Pending categories would also be built on farmland.

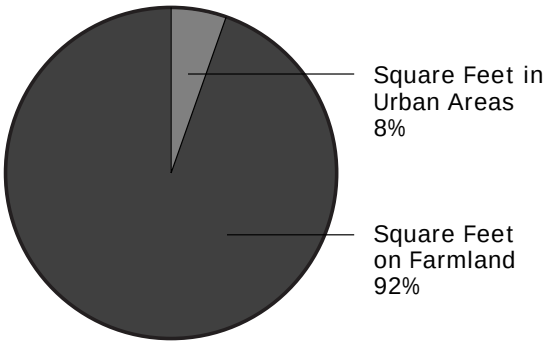
Approved / Unconstructed Dwelling Units




Pending Dwelling Units

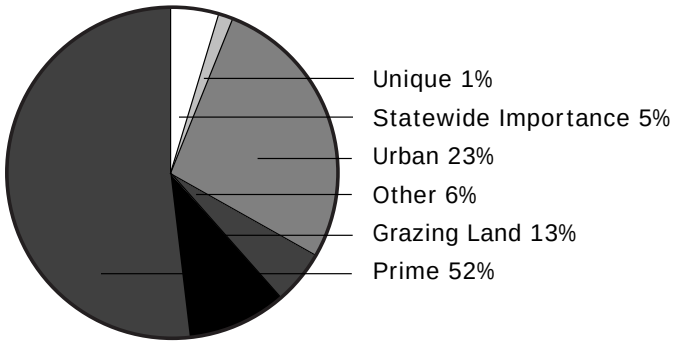


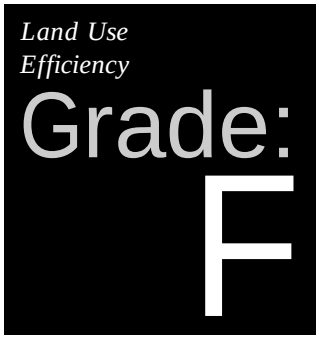
## Commercial / Industrial Square Feet on Farmland




Agricultural lands at risk of conversion to urban land uses include those lands within the spheres of influence of the five Salinas Valley cities. A sphere of influence defines the probable area where lands will be annexed by a city for urban level development. Within the sphere of influence of the five Salinas Valley cities are over 2,250 acres of productive agricultural lands, including 1,650 acres of prime agricultural land.[5]

## Spheres of Influence of the Salinas Valley Cities by Land Use Type



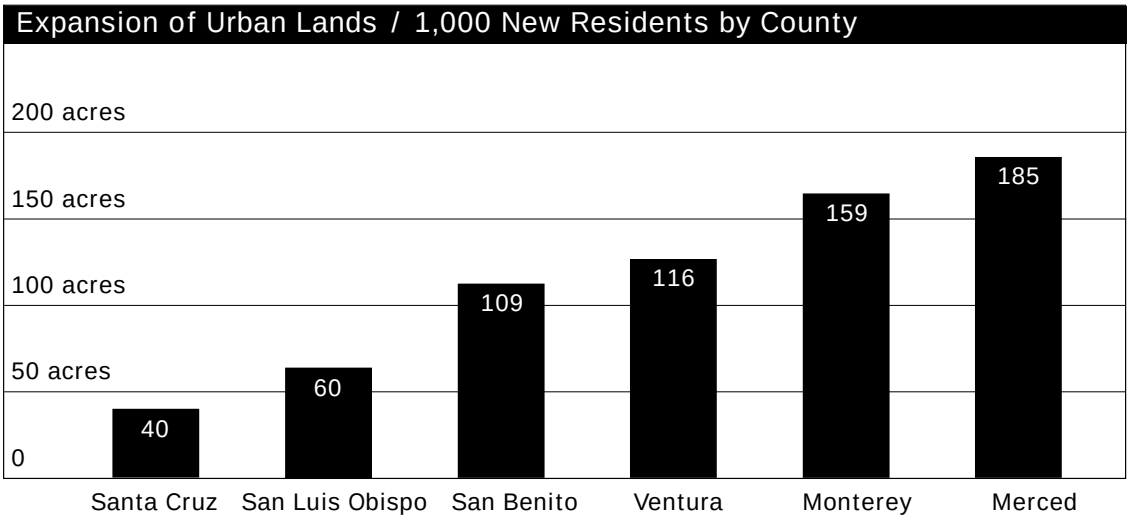


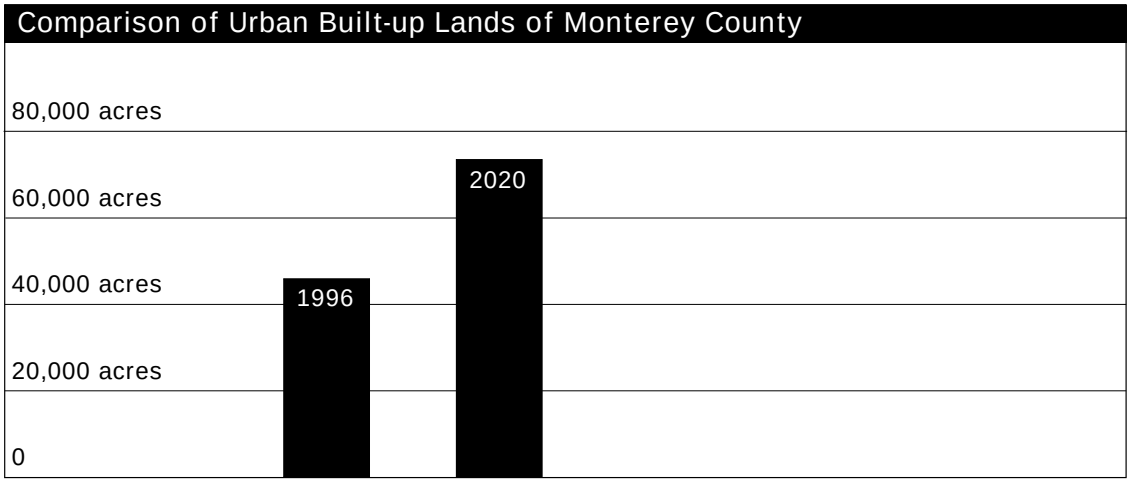

## 3.2 Land Use Efficiency

By measuring how much land is required, per person, for urban uses, the efficiency of a community's use of land can be evaluated. The figures indicate that the Monterey County's population growth is characterized by an increasingly less efficient use of land.

Between 1984 and 1996, development in Monterey County resulted in an increase in built-up urban land of 6,664 acres, a 15.6% increase. During the same period, Monterey County's population increased by 41,800 persons, a 13.1% increase. The use of land for urban purposes has been increasing faster than population growth, and each new resident is requiring more land for urban purposes than each existing resident has required in the past. For every 1,000 new residents coming to Monterey County during the 1984 to 1996 period, 159 acres of land were committed to urban uses. In 1984, only 134 acres of land were committed to urban uses for each 1000 residents (Table 4). If current trends continue, urban land uses will consume an additional 23,800 acres by the year 2020.

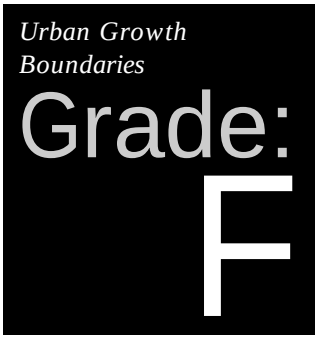
When compared to other counties in the state, Monterey County's efficiency in the use of land is near the bottom, ranked second to Merced County, which committed 185 acres to urban uses for every 1,000 new residents. San Benito County committed 109 acres for each 1000 new residents, and Santa Cruz County committed 40. Of the counties reviewed (Table 5), only Monterey County and Merced County had a greater percent increase in urban built-up lands than in population growth.


Expansion of Urban Lands / 1,000 New Residents by County
200 acres
150 acres
100 acres
50 acres
0
40
60
109
116
159
185
Santa Cruz
San Luis Obispo
San Benito
Ventura
Monterey
Merced


Comparison of Urban Built-up Lands of Monterey County
80,000 acres
60,000 acres
40,000 acres
20,000 acres
0
1996
2020

| Table 4 — Expansion of Urban Lands Per 1000 New Residents, Various Counties | | | | | |
|---|---|---|---|---|---|
| | 1984 | 1996 | Change | % Increase | Expansion of Urban Lands (Acres) |
| Merced | | | | | |
| Urban Built-up Land (Acres) | 21,277 | 30,181 | 8,904 | 41.8% | 184.73 |
| Population | 150,200 | 198,400 | 48,200 | 32.1% | |
| Monterey | | | | | |
| Urban Built-up Land (Acres) | 42,586 | 49,230 | 6,644 | 15.6% | 158.95 |
| Population | 318,400 | 360,200 | 41,800 | 13.1% | |
| Napa County | | | | | |
| Urban Built-up Land (Acres) | 17,593 | 20318 | 2,725 | 15.5% | 158.43 |
| Population | 101,800 | 119,000 | 17,200 | 16.9% | |
| Ventura | | | | | |
| Urban Built-up Land (Acres) | 77,347 | 93083 | 15,736 | 20.3% | 115.62 |
| Population | 578,700 | 714,800 | 136,100 | 23.5% | |
| San Benito | | | | | |
| Urban Built-up Land (Acres) | 4,376 | 6,120 | 1,744 | 39.9% | 109.34 |
| Population | 28,050 | 44,000 | 15,950 | 56.9% | |
| Contra Costa | | | | | |
| Urban Built-up Land (Acres) | 118,759 | 136242 | 17,483 | 14.7% | 95.12 |
| Population | 694,100 | 877,900 | 183,800 | 26.5% | |
| Santa Barbara | | | | | |
| Urban Built-up Land (Acres) | 53,342 | 59265 | 5,923 | 11.1% | 87.75 |
| Population | 326,200 | 393,700 | 67,500 | 20.7% | |
| San Luis Obispo | | | | | |
| Urban Built-up Land (Acres) | 33,657 | 37,061 | 3,404 | 10.1% | 59.51 |
| Population | 173,500 | 230,700 | 57,200 | 33.0% | |
| Sonoma | | | | | |
| Urban Built-up Land (Acres) | 58,533 | 64,100 | 5,567 | 9.5% | 54.90 |
| Population | 323,100 | 424,500 | 101,400 | 31.4% | |
| Santa Cruz | | | | | |
| Urban Built-up Land (Acres) | 26,052 | 27,708 | 1,656 | 6.4% | 39.52 |
| Population | 201,700 | 243,600 | 41,900 | 20.8% | |

Source: California Department of Finance, California Department of Conservation




## 3.3 Urban Growth Boundaries

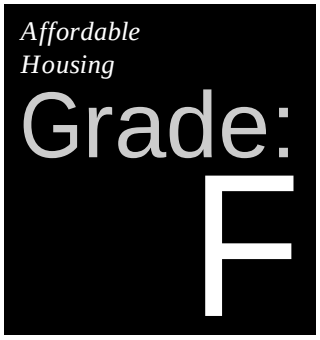
In innovative and forward-thinking communities throughout California, the most effective tool used to combat urban sprawl is often the establishment of an "urban growth boundary," defining areas within which future development should proceed and providing long-term protection to the agricultural, natural resource, and open space areas beyond the boundary. Urban growth boundaries have been used in Oregon for over twenty-five years, where they have proven their ability to protect farmland and to focus new economic development within revitalized urban areas. In the San Francisco Bay Area, urban growth boundaries have been established in the cities of: Cotati, Cupertino, Fairfield, Healdsburg, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Novato, Palo Alto, Petaluma, Pleasanton, Rohnert Park, San Jose, Santa Rosa, Saratoga, Sebastopol, Sonoma, and Windsor. Urban growth boundaries have also been established by a number of cities in Ventura County.

Planning professionals have consistently identified "compact urban development" as the best and most efficient way to build livable and sustainable communities. The opposite of such compact development is called "urban sprawl."

When new growth is focused within areas specifically committed to and set aside for urban development, a number of benefits occur. Public costs for infrastructure are reduced. The economic vitality of existing urban areas is maintained and strengthened. Impacts on natural resources and open space lands are minimized. Agricultural lands are preserved, and conflicts between urban uses and agriculture are avoided. Long commutes are shortened. Transit opportunities are maximized. Affordable housing is integrated within mixed income neighborhoods.

The pattern and practice of land development found throughout Monterey County and documented in *State of Monterey County 1999*, is more typical of urban sprawl than of the compact development that builds the strongest and most sustainable communities. The pressures that lead to sprawl are well understood. So are the techniques to avoid or minimize it.

No city in Monterey County has an urban growth boundary. To date, it appears that no city is even exploring this valuable and effective tool for good land use planning. Since the establishment of urban growth boundaries could address many of the most significant growth and land use problems confronting Monterey County, this failure is significant.




## 3.4 Affordable Housing

Local government jurisdictions within Monterey County are not adequately meeting the need for affordable housing.

A key provision of California Housing Element Law is that each jurisdiction is responsible for providing housing that is affordable to all income groups. The Department of Housing and Community Development determines a regional share of the statewide housing need, and the Association of Monterey Bay Area Governments (AMBAG) is responsible for allocating the region's share among the various jurisdictions within the region. The AMBAG region in which Monterey County is located includes Monterey and Santa Cruz Counties.

AMBAG completed its last Regional Housing Needs Plan in June 1990.[6] This plan indicated a need to construct 21,191 residential units in Monterey County between January, 1989 and July 1996. Of these units, 64% or 13,522 should have been "affordable," including an allocation of 21% to very low-income households, 18% to low-income households, and 23% to moderate-income households (Table 5).

**Table 5 — Estimated Housing Need by Affordability Level (1/1/89 to 7/1/96)**

| Jurisdiction | Total Construction Need *(very low- to moderate-income)* | Very Low Income | Low Income | Moderate Income | Above Moderate Income |
|---|---|---|---|---|---|
| Carmel | 345 | 62 | 57 | 226 | 116 |
| Del Rey Oaks | 11 | 11 | 0 | 0 | 0 |
| Gonzales | 337 | 116 | 108 | 113 | 117 |
| Greenfield | 696 | 231 | 241 | 224 | 283 |
| King City | 1,218 | 452 | 390 | 376 | 465 |
| Marina | 971 | 375 | 285 | 311 | 671 |
| Monterey | 31 | 31 | 0 | 0 | 386 |
| Pacific Grove | 116 | 79 | 36 | 1 | 405 |
| Salinas | 4,393 | 1,313 | 1,241 | 1,839 | 2,942 |
| Sand City | 280 | 81 | 55 | 144 | 70 |
| Seaside | 27 | 0 | 0 | 27 | 427 |
| Soledad | 781 | 291 | 195 | 295 | 410 |
| Monterey County | 4,316 | 1,587 | 1,316 | 1,413 | 1,377 |
| Total | 13,522 | 4,629 | 3,924 | 4,969 | 7,669 |

Source: Regional Housing Needs Plan, Association of Monterey Bay Area Governments, June 1990

The affordable income categories are determined by the Department of Housing and Urban Development and are calculated using Census data. Very low income is determined to be households with an income up to 50% of the median household income for Monterey County, adjusted by household size. Low income is determined to be households with an income between 50% and 80% of the median household income. Moderate income is determined to be households with an income between 80% and 120% of the median household income.[1]

Monterey County calculates low- and moderate-income home prices based on a number of assumptions. An "affordable" unit must be priced so that, at maximum, the units are affordable to lower-income households with an income no greater than to 80% of Department of Housing and Urban Development (HUD) or County Planning Area median household income, as adjusted by household size. To calculate affordable ranges, Monterey County presumes a 30-year mortgage, a 7.5% interest rate, a 90% loan/value ratio, $100/month in property taxes, and standard loan underwriting criteria. The selling prices for affordable ranges have been calculated for very low-, low-, and moderate-income categories based on 1998 HUD incomes for two-person and five-person households. These are as follows:

**Table 6 — Low- and Moderate-Income Home Prices**

| Income Level | 2-Person Household | 5-Person Household |
|---|---|---|
| Very Low Income | $ 61,600 and less | $ 91,500 and less |
| Low Income | $ 62,000 - $112,200 | $ 92,000 - $159,000 |
| Moderate Income | $113,000 - $179,300 | $160,000 - $203,500 |

Preliminary research indicates that affordable housing needs, as specified in the Regional Housing Needs Plan, have not been met (Table 7). From 1989 through 1996, the Construction Research Industry Board's figures indicate that a total of 9,135 building permits were issued.[7] The approved building permits do not include projects currently pending or construction occurring in 1997 and 1998. However, no agency tracks the total number of building permits issued for affordable housing within the county.

LandWatch asked the 12 cities and Monterey County for the total number of very low-, low-, and moderate-income housing units constructed since 1990. The cities of Carmel, Gonzales, Greenfield, Monterey, and Pacific Grove provided data on constructed affordable housing units broken down by income level. The cities of King City, Marina, and Soledad have no feasible method to define units constructed since 1990. The City of Salinas and the County of Monterey provided a descriptive list of the units generated from their affordable housing programs; however, dates were not included. There were no deed-restricted, affordable housing units built in Del Rey Oaks, Seaside, or Sand City. While specific data were not available, based on the existing sale prices and rents within the cities of Gonzales, Greenfield, King City, Salinas, Sand City, and Soledad, a significant portion of the market rate housing in those cities would be affordable to persons with low- to moderate-income levels.

Table 7 shows an estimate of the affordable housing built since 1990. The report on the construction of low-income housing units should not be interpreted as a comprehensive study of the total availability of low-income housing units throughout the county. For instance, converted units, rental units, and the housing market are not accounted for within these figures. Of the affordable housing units constructed in the county since 1989, the Community Housing Improvement Systems and Planning Association (CHISPA), a nonprofit developer of low-income housing, constructed 1071 units.

**Table 7 — Estimate of Affordable Housing Constructed**

| Jurisdiction | Total Affordable Units | Very Low Income | Low Income | Moderate Income |
|---|---|---|---|---|
| Carmel | 3 | 0 | 3 | 0 |
| Del Rey Oaks | 0 | 0 | 0 | 0 |
| Gonzales | 317 | 0 | 29 | 288 |
| Greenfield | 376 | 169 | 89 | 118 |
| King City | Not available | Not available | Not available | Not available |
| Marina | Not available | Not available | Not available | Not available |
| Monterey | 77 | 50 | 16 | 11 |
| Pacific Grove | 2 | 1 | 1 | 0 |
| Salinas | 3039* | 132 | 2364 | 14 |
| Sand City | 0 | 0 | 0 | 0 |
| Seaside | 0 | 0 | 0 | 0 |
| Soledad | Not available | Not available | Not available | Not available |
| Monterey County | 425 | 106 | 194 | 125 |

*The total affordable housing units for the City of Salinas includes: 345 units that are either a combination of very low or low income, 59 units categorized as Special Needs, and 125 units from the First Time Home Buyer program.

### Inclusionary Ordinances

An inclusionary housing ordinance helps to ensure that housing opportunities are available for persons of all economic levels. Depending on the policy, the ordinance may require that a specified percentage of affordable housing be constructed as part of a project, or that a developer pay in-lieu fees to support the construction of affordable housing off-site or provide housing services.

The policies in place to support the construction of affordable housing vary widely throughout the county (Table 8). For instance, Monterey County's inclusionary housing ordinance requires that 15% of newly constructed units be affordable to households earning 120% of median income, and allows the developer to opt for in-lieu fees rather than constructing affordable housing on-site. The City of Salinas' inclusionary housing ordinance requires that 12% of newly constructed units be affordable to households earning 80% or less than the median income and be constructed as part of the project. Other cities that have inclusionary housing ordinances include Gonzales, Greenfield, and Monterey. The cities of Marina, Seaside, and Sand City have inclusionary housing ordinances that are specific to redevelopment areas. However, as reported in the Monterey County Consolidated Housing Plan, the City of Seaside does not implement its ordinance. The cities of Carmel, Del Rey Oaks, King City, Pacific Grove, and Soledad do not have inclusionary housing ordinances.[1]

**Table 8 — Inclusionary Housing Ordinance by Jurisdiction**

| Jurisdiction | Inclusionary | Percent Required | In-Lieu Fees |
|---|---|---|---|
| Carmel | No | N/A | N/A |
| Del Rey Oaks | No | N/A | N/A |
| Gonzales | Yes | 15% | Not accepted |
| Greenfield | Yes | 10 to 25% | Accepted |
| King City | No | N/A | N/A |
| Marina | Fort Ord only | 20% | |
| Monterey | Yes | 15% | Accepted |
| Pacific Grove | No | N/A | N/A |
| Salinas | Yes | 12% | Not accepted |
| Sand City | Redevelopment area only | | $6,800 per unit |
| Seaside | Fort Ord only | | |
| Soledad | No | N/A | N/A |
| Monterey County | Yes | 15% | Accepted |

## Tracking Affordable Housing Construction

The *State of Monterey County 1998* concluded that there is no uniform or consistent method in place for jurisdictions to quantify the construction of affordable housing over a specified period of time. Further, the report concluded that no agency is responsible for tracking affordable housing countywide and that an analysis of affordable housing needs is a necessary component to develop solutions to address affordable housing deficiencies. A housing needs analysis has still not been conducted for Monterey County.

In April 1999, Monterey County Board of Supervisors adopted the Consolidated Affordable Housing Plan, the first report to assess on a countywide basis the activities in support of affordable housing. The Housing Plan proposes a plan to coordinate programs within the Monterey County Departments and among the local jurisdictions so that these agencies can begin to work together in a concerted manner to accomplish large-scale production of affordable housing. Specifically, the report recommends that Monterey County collaborate with the twelve cities to identify sites that can be used for housing that will not take prime agricultural land out of production.

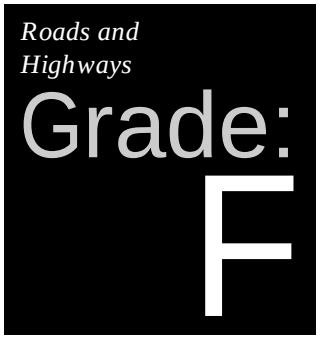
## Housing Costs

Between 1980 and 1990, home value and rent for Monterey County increased at a much higher rate than personal income. When compared with the state, the county's housing cost increases were higher, while the county's rate of increase in median income was lower.[1] Between 1996 and 1998, median home sale prices increased significantly in Pebble Beach, Pacific Grove, Seaside, Del Rey Oaks, and North Monterey County. In 1998 the most affordable homes were found in the Salinas Valley, while the most expensive homes were found in the Monterey Peninsula and the Big Sur area (Table 9).[8]

It is generally agreed that a household is overpaying for housing if it spends more than 25% of gross income for housing. In 1995 the Monterey County Grand Jury reported that approximately 45% of all lower-income households in the unincorporated area are overpaying for housing.[1] Nothing has significantly changed since that time.

**Table 9 — Median Home Sale Prices in Monterey County**

| Jurisdiction | 1996 | 1997 | 1998 | % Change 96-98 | Number of Sales 1998 |
|---|---|---|---|---|---|
| Carmel | $430,500 | $522,500 | $565,000 | +31% | 272 |
| Carmel Valley | $413,000 | $484,250 | $489,000 | +18% | 200 |
| Del Rey Oaks | $209,000 | $210,000 | $230,000 | +10% | 17 |
| East Salinas | $129,000 | $126,000 | $133,250 | +3% | 152 |
| Marina | $188,750 | $189,500 | $199,250 | +6% | 106 |
| Monterey | $285,250 | $282,125 | $300,000 | +5% | 167 |
| No. Monterey County | $226,000 | $223,000 | $242,250 | +7% | 328 |
| North Salinas | $149,250 | $149,000 | $159,900 | +7% | 321 |
| Pacific Grove | $268,000 | $295,000 | $352,500 | +32% | 154 |
| Pebble Beach | $535,000 | $576,500 | $750,000 | +40% | 135 |
| Salinas Monterey Hwy | $317,000 | $369,000 | $371,500 | +17% | 183 |
| Seaside | $145,000 | $145,000 | $160,000 | +10% | 179 |
| So. Monterey County | $137,000 | $134,900 | $134,500 | -2% | 81 |
| Big Sur | $782,500 | $742,500 | $665,000 | -15% | 37 |
| South Salinas | $175,000 | $174,950 | $182,250 | +4% | 238 |
| Total Monterey County | $224,500 | $242,750 | $248,960 | +11% | 2,570 |




## 3.5 Roads and Highways

Highway congestion is measured by transportation agencies on a Level of Service (LOS) basis, using a scale of A through F (A represents the best conditions; F represents the worst). The Monterey County Regional Transportation Plan has a goal to attain and maintain LOS C for the roadway network. Short-range goals are to allow no degradation below LOS D for urban roads now operating at LOS D or better, no degradation below LOS C for those rural roads now operating at LOS C or better, and no degradation below existing LOS for all other roads.

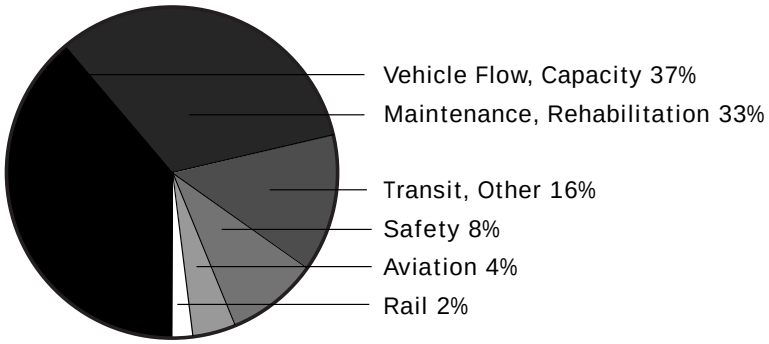
Of the 15 state highway segments evaluated, four are at LOS D, one is at LOS E, and seven are at LOS F (Table 10). Route 183 from Davis Road to Route 1 has the highest accident rate. Of the 18 local arterials evaluated, nine are at LOS C, seven are at LOS D, and one is at LOS F (Table 11).[9] The LOS has decreased over the last three years at the following segment locations: Route 101 from Espinosa Road to San Benito County; Fremont Boulevard from North Del Monte Avenue to Route 1; Blanco Road from Davis Road to Blanco Circle; and Blanco Road from Reservation Road to Davis Road.

### Transportation Funding

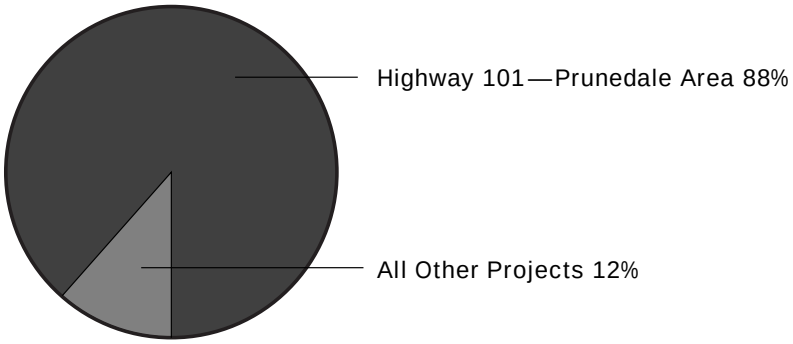
It is estimated that Monterey County will receive over $1 billion dollars in funding for transportation projects and programs in the next 20 years. Of this amount, 37% is planned to go for capacity-increasing projects, 33% to maintenance and rehabilitation, 16% to transit, 8% for safety projects, 4% for aviation, and 2% for rail, planning, transportation demand management programs, multimodal facility, traffic flow improvements, bike and pedestrian facilities, landscaping, alternative fuels, parking, and a reserve set aside (Table 12). Funding sources include federal, state, and local dollars.[10]

Of the $388,645,000 estimated for capacity-increasing road and highway projects, 88% is planned for Prunedale Bypass and Route 101 interchanges as well as operational improvements near Prunedale (Table 13). Other highway improvements include about $7 million for operational improvements on Route 1 near Carmel and widening of Route 156 between Castroville and Prunedale. There is no funding approved for capacity-increasing projects on Route 1 north of Castroville, Route 1 near Seaside, Route 68 west and east of Highway 1, Route 183 north of Salinas, Route 218 from Highway 1 to Fremont, as well as Fremont Boulevard, Blanco Road, and Reservation Road. These roads are all at LOS D or worse.

## Distribution of Transportation Funding, Monterey County 1999

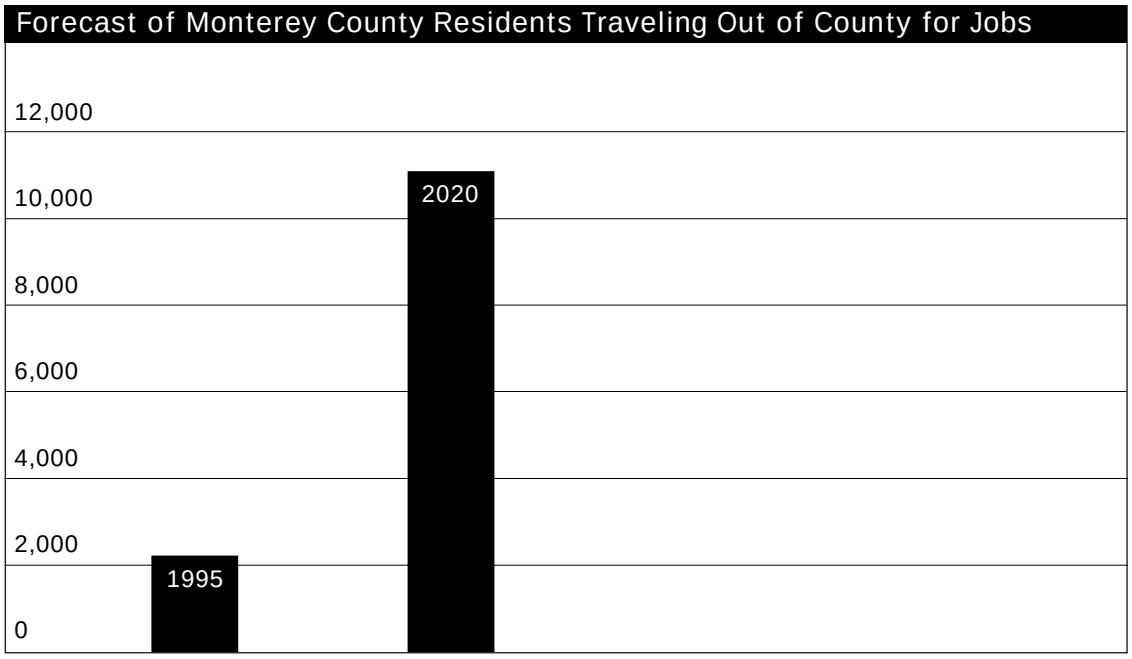



## Major Capacity Increasing Projects, Monterey County 1999




### Vehicle Trips

Average daily trips in 1997 were estimated at 1,046,057 and vehicle miles traveled during a typical workday at 8,978,000 miles.[11] This number is expected to increase 42% to 12,743,000 miles in 2020. Commuters make fewer than 3% of their work trips on a Monterey-Salinas Transit (MST) bus.[10] In 1990, an estimated 11,427 employed residents (7% of employed residents) traveled to employment outside of Monterey County. In 1995, measuring on a "net" basis (in-commuters minus out-commuters), about 2,600 employed residents, representing 1.6% of the total county workforce, commuted to jobs outside Monterey County. By 2020, again on a "net" basis, about 11,000 residents, or 4.9% of the total workforce, are expected to commute to work outside of the county.


Forecast of Monterey County Residents Traveling Out of County for Jobs
12,000
10,000
8,000
6,000
4,000
2,000
0
1995
2020

## Table 10 — State Highway Level of Service and Accident Rates

| Segment | # of Lanes | Current LOS (1) | Accident Rate (2) | Funding Availability for Capacity Improvements in Next 20 Years (3) |
|---|---|---|---|---|
| Route 183 - Davis Road to Route 1 | 2 | E | 6.63 | No |
| Route 156 - Route 101 to Route 1 | 2 | F | 2.91 | Yes |
| Route 68 - Route 101 to Blanco | 4 | F | 2.79 | No |
| Rotue 218 - Route 1 to Route 68 | 2 | F | 2.14 | No |
| Route 183 - Route 101 to Davis Road | 4 | D | 1.89 | No |
| Route 68 - Sunset Drive to State Route 1 | 2 | F | 1.86 | No |
| Route 1 - Carmel River to Carpenter | 2 | F | 1.81 | Yes |
| Route 101 - Espinosa Road to San Benito County | 4 | D | 1.46 | Yes |
| Rote 68 - Torero to State Route 1 | 2 | F | 1.02 | No |
| Route 1 - Molera Road to Santa Cruz County Line | 2 | F | 0.91 | No |
| Route 101- SLO County Line to Abbott Street | 4 | B | 0.77 | N/A |
| Route 101 - Abbott Street to Espinosa Road | 4 | C | 0.75 | N/A |
| Route 68 - Blanco to Torero | 4 | B | 0.72 | N/A |
| Route 1- Carpenter to Ord Village Overhead | 4 | D | 0.69 | No |
| Route 1 - Ord Village to South Marina | 6 | D | 0.27 | No |

(1) Source: 1997 Draft Caltrans Report (unsignalized sections); CMP LOS Monitoring Data (signalized sections)
(2) Accident rates reported as total accidents (Fatal, Injury, and Property Damage) per million vehicle miles traveled. Rates based on 1994-97 data. Source: 1997 Route Segment Report, Caltrans.
(3) Draft Metropolitan Transportation Plan Update, Association of Monterey Bay Area Governments, 1999.

## Table 11 — Local Arterial Level of Service

| Jurisdiction | Arterial Segment | Lanes | LOS (1) | Funding Availability |
|---|---|---|---|---|
| Monterey County | Carmel Valley Road - Route 1 to Carmel Rancho Boulevard | 2 | F | No |
| City of Seaside | Del Monte Avenue - Fremont Blvd. to Monterey City Line | 4 | D | No |
| City of Seaside | Fremont Street - Route 218 to Monterey City Limit Line | 4 | D | No |
| Marina | Reservation Road. - Del Monte Blvd. to Blanco Road | 4 | D | No |
| City of Salinas | Sanborn Road - Blanco Circle to Route 101 | 4 | D | No |
| City of Salinas | Davis Road - Route 101 to Rossi Road | 4 | D | No |
| City of Salinas | North Main Street - Bernal to Boronda | 4 to 5 | D | No |
| City of Salinas | Boronda Road - North Main Street to Route 101 | 4 | D | Yes |
| City of Monterey | Foam Street - Westbound from Lighthouse to PG | 2 | C | N/A |
| City of Monterey | Lighthouse Avenue - Eastbound from PG to Washington | 4 | C | Yes |
| City of Monterey | Del Monte Avenue - Washington to Seaside City Limit Line | 4 | C | Yes |
| City of Monterey | Fremont Boulevard - Abrego to Aguajito | 4 | C | N/A |
| City of Monterey | North Fremont Street - Route 68 overcrossing to Seaside | 4 | C | N/A |
| City of Monterey | Munras/Abrego - Fremont Boulevard to Via Zaragoza | 4 | C | N/A |
| City of Seaside | Fremont Boulevard - North Del Monte Ave to Route 1 | 4 | C | N/A |
| City of Salinas | Blanco Road - Davis Road to Blanco Circle | 4 | C | N/A |
| Monterey County | Blanco Road - Reservation to Davis Road | 2 | C | N/A |
| Marina | Del Monte Boulevard - Route 1 to Reservation Road | 4 | B | N/A |

(1) Source: 1993 and 1997 CMP Monitoring Program
(2) Metropolitan Transportation Plan

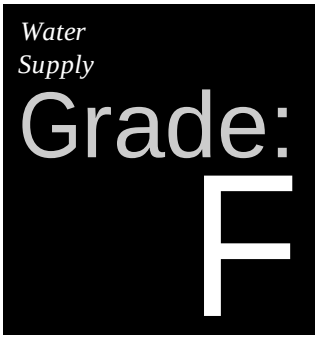
| Table 12 — Transportation Projects with Reasonable Expectation of Funding | | |
|---|---|---|
| Category | Percent of Total Funding | Amount Budgeted |
| Vehicle Flow, Capacity | 36.422% | $388,645,000 |
| Maintenance, Rehabilitation | 32.352% | $345,216,300 |
| Transit, Other | 15.345% | $163,743,640 |
| Safety | 7.983% | $85,184,550 |
| Aviation | 4.211% | $44,935,955 |
| Rail | 1.843% | $19,662,000 |
| Planning TDM | 0.400% | $4,270,000 |
| Multimodal | 0.392% | $4,183,000 |
| Traffic Flow, No Capacity | 0.372% | $3,967,000 |
| Bike; Pedestrian | 0.366% | $3,909,200 |
| Reserve Set Aside | 0.266% | $2,842,000 |
| Landscape, Viewshed | 0.023% | $250,000 |
| Alternative Fuels | 0.023% | $246,000 |
| Parking Supply | 0.002% | $20,000 |
| Total | | $1,067,074,645 |

Source: Draft Monterey Bay Area Metropolitan Transportation Plan Update, Association of Monterey Bay Area Governments, April 6, 1999.

| Table 13 — Major Capacity-Increasing Projects | |
|---|---|
| Prunedale Bypass | $206,000,000 |
| (Hatton Canyon Freeway Transfer for Prunedale Bypass) | $51,652,000 |
| Route 101, San Miguel Road interchange | $19,662,000 |
| Route 101/156, Interchange/operational improvements | $13,108,000 |
| Route 101, Crazy Horse Canyon interchange | $22,389,000 |
| Route 101 Near Prunedale, operational improvements | $5,165,000 |
| Route 101, Russell-Espinosa interchange | $13,224,000 |
| Route 101, North of Salinas, San Juan Road interchange | $9,600,000 |
| State Route 156 Widening, Castroville & Prunedale | $4,501,000 |
| Route 1, Carmel Valley Road, dual right turn lanes | $656,000 |
| Route 1, Near Carmel, operational improvements | $6,130,000 |
| FORA | |
| North-South Road Connection to State Route 218 | $750,000 |
| East Garrison Gate Opening | $625,000 |
| South Boundary Road Connection to York Road | $625,000 |
| Marina | |
| California Avenue Extension to Fort Ord | $1,200,000 |
| Monterey | |
| Del Monte Widening to six lanes - phase 2 | $2,006,000 |
| Del Monte Widening to six lanes - phase 3 | $3,426,000 |
| Salinas | |
| Lincoln Avenue Widening | $702,000 |
| East Bernal Widening | $514,000 |
| Romie Lane Widening | $736,000 |
| Natividad Road Widening | $374,000 |
| Boronda Road Extension | $3,000,000 |
| Williams Road Widening | $500,000 |
| Boronda-US Route 101 interchange improvements | $3,500,000 |
| El Dorado Drive Widening | $600,000 |
| Highway 101/Airport Boulevard | $18,000,000 |

| | |
|---|---|
| HWY 101 - Prunedale Area | $340,800,000 |
| All Other Projects | $43,344,000 |
| Grand Total | $388,645,000 |

Source: Draft Monterey Bay Area Metropolitan Transportation Plan Update, April 6, 1999




## 3.6 Water Supply

The major population areas of Monterey County have seriously insufficient water supplies. In the early 1990s, population growth on the Monterey Peninsula surpassed the number of people who can be served under Cal-Am's production limits. The Salinas Valley Ground Water basin is overdrafted by 40,000-50,000 acre-feet per year, and in North Monterey County annual extractions exceed average annual recharge by 100%. There are no approved or funded projects fully to address these problems.[12]

### Monterey Peninsula

Based on existing Cal-Am water production limits, an estimated population of 96,674 people could be supported within the Cal-Am system. The 1995 population estimate for the service area was 98,898. There are no approved projects to address this shortfall. A proposal to expand Cal-Am's water supply by adding the new Carmel River Dam and Reservoir Projects near the existing Los Padres dam site is pending.[13] The State Water Resources Control Board ruled in 1995 that Cal-Am was diverting over 10,000 acre-feet per year from the Carmel River without valid rights and that Cal-Am must remedy this situation. A proposal for a new dam on the Carmel River was voted down in 1995. Since then, Cal-Am has reinstated the dam proposal and is now also required to consider non-dam alternatives to solving this water problem.

Another proposed project affecting water supply on the Monterey Peninsula is the Seaside Basin Injection/Recovery Project. This project entails diverting excess winter flows from the Carmel River through existing California-American Water Company (Cal-Am) facilities and injecting water into the Seaside Coastal groundwater basin for later recovery.[13]

### Salinas Valley

The major portion of the Salinas River Ground Water Basin has been overdrafted since the 1940s or earlier, and overdraft conditions have led to seawater intrusion in the northern portion of the groundwater basin. Seawater intrusion into the 180-foot aquifer includes the community of Castroville, within two miles of the western Salinas city limits and less than a mile from the Marina city limits. Seawater intrusion into the 400-foot aquifer is less than one mile from the Marina city limits and the community of Castroville. The Monterey County Water Resources Agency estimates that approximately 10% more than the basin's safe yield, or an average of about 40,000-50,000 acre-feet per year, is currently pumped from the aquifer. These conditions of overdraft indicate that the Salinas River watershed cannot meet the demands of existing urban and agricultural uses without relying on declining reserves. It is estimated that agricultural use accounts for about 92.5% and urban use for about 7.5% of total water pumped.

Using reclaimed water from the Monterey Regional Water Pollution Control Agency treatment plant in the Castroville area for irrigation of crops will slow, but not stop, continued intrusion. There are no approved plans fully to resolve the problem. However, environmental review of a large-scale project is currently underway. The proposed Salinas Valley Water Project would include spillway modifications at Nacimiento Dam, reoperation of the Nacimiento and San Antonio Reservoirs, storage and subsequent delivery of available flows from the Monterey County Water Recycling Projects treatment plant to agricultural customers, and implementation of a proposed Nitrate Management Program. The subsequent phases of the project would include downstream diversion of water from the Salinas River as a result of reservoir reoperation, storage and delivery of diverted water, water treatment (as needed), and delivery area pumping restrictions.[13]

### North Monterey County

The North Monterey County area has significant water supply and water quality problems, including falling water levels, seawater infiltration and intrusion, and nitrate ion contamination. The area is severely overdrafted with annual extractions exceeding average annual recharge by 100%. County reports indicate that at buildout (full development and agricultural cultivation), under existing land use plans, water demand could increase to 300% of sustainable yield, or more.

In response to this problem, the Monterey County Water Resources Agency has initiated the North Monterey County Water Issues Action Plan. The Action Plan details various projects and policies to mediate the seawater intrusion and overdraft problems. In September 1998, county staff recommended a policy to the Board of Supervisors that would allow the transfer of water credits and water rights from non-contiguous agricultural lands to allow for subdivision of parcels for urban level development. After extended public hearings in which LandWatch and other interested parties vigorously participated, the Board of Supervisors requested County Counsel to develop an ordinance that would prohibit the transfer of water credits and water rights for subdivisions. While preparation of the ordinance has been approved by the Board of Supervisors, it has not yet actually been adopted. It now proceeds through environmental review, as required by the California Environmental Quality Act.

### Marina Coast Water District

This district indicates that it has sufficient water supply to accommodate 2020 demand as projected by AMBAG.

*Water Quality*

# Grade: D

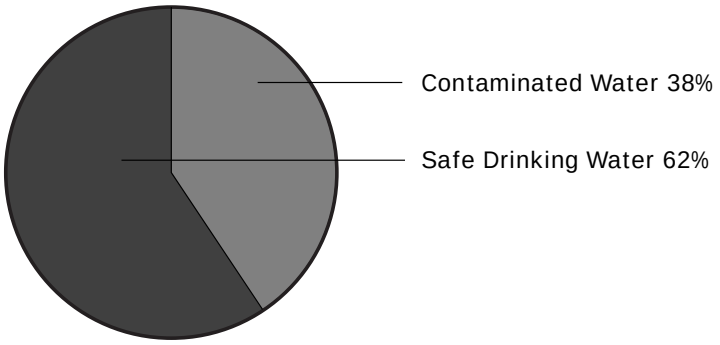
## 3.7 Water Quality

Groundwater use in the Salinas Valley is adversely affected by nitrate contamination. A 1995 report from the Monterey County Water Resources Agency, making use of 1993 data, indicated that of the 240 wells listed, 59 wells (25%) had nitrate concentrations exceeding the drinking water standard of 45 mg/l as NO3.[14] Of 262 water wells sampled in a 1998 report from the Monterey County Water Resources Agency, data indicated that 100 wells (38%) had nitrate concentrations exceeding the drinking water standard of 45 mg/l as NO3 (Table 14).[15] A report prepared by the University of California, Davis found that in the Salinas Valley (excluding the Forebay and Upper Valley) there is a 40- to 60-year time lag between changes in nitrate loading at the surface and corresponding changes in groundwater quality at depths of 180 feet and shallower. The report concluded that nitrate concentrations may continue to rise for many years to come.[16]

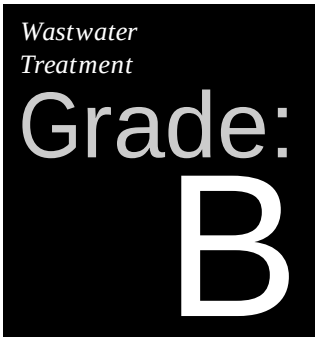
**Table 14 — Nitrate Concentrations in Salinas Valley Wells**

| Location | # of Wells | Average NO3 Value (mg/l) 1995 | Average Change (mg/l) 1993-1995 | 1993-1995 |
|---|---|---|---|---|
| 180-Foot Aquifer | 78 | 35 | +15.5 | +44% |
| 400-Foot Aquifer | 116 | 9 | -1.8 | -20% |
| East Side | 68 | 69 | -16.1 | -23% |
| Forebay | 81 | 45 | +2.5 | +5.5% |
| Upper Valley | 35 | 98 | +30.8 | +31% |
| All locations | 378 | 41 | +4.9 | +12% |
| Locations Outside 400-foot Aquifer | 262 | 55 | +1.4 | +2.5% |

**Nitrate Contamination in the Salinas Valley / 262 Wells Sampled**



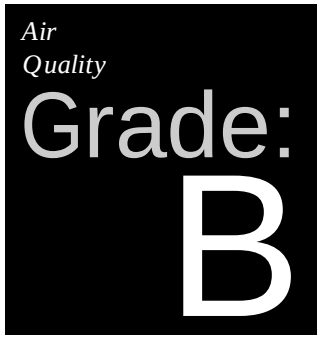
Also affecting water quality is MTBE (Methyl Tertiary Butyl Ether), a gasoline additive that is highly soluble in water and that moves rapidly into groundwater aquifers from leaking underground storage tanks, pipelines, and other components of the gasoline distribution system. A 1998 report from the Central Coast Regional Water Quality Control Board documented 37 MTBE discharges between January 1, 1995 and July 1, 1998. Of the 37 discharges, MTBE was detected in 36 sites in shallow (less than 50 foot deep) groundwater that is not currently being used for drinking water.[17] MTBE is an unregulated, volatile organic substance, and testing by small water systems for the presence of MTBE is not currently required by Monterey County Environmental Health. In March 1999, the Governor ordered that MTBE be removed as a gasoline additive by 2002.




## 3.8 Wastewater Treatment

All the major wastewater treatment plants have excess capacity. Monterey Regional Water Pollution Control Agency has capacity to at least 2005, Carmel Area Wastewater District to 2020, City of Gonzales to 2015, City of Greenfield to at least 2015, City of Soledad to 2005-2010, and City of King to shortly after 2000. A few areas in the county on septic systems are at carrying capacity or have restrictions on further subdivisions and second units.[12]

The following areas on septic systems are at or near carrying capacity: Bolls Knolls area north of Salinas, Carmel Valley Village area, and Mid-Carmel Valley. There are blanket restrictions on both further subdivisions and second units due to nitrate contamination potential in the following areas: Carmel Valley Village area, Mid-Carmel Valley area, and Prunedale area.[12]




## 3.9 Air Quality

Monterey County is part of the North Central Coast Air Basin. The basin currently meets the federal one-hour ozone (smog) and particulate matter standards. Because the federal one-hour ozone standards were met in 1990, the basin was redesignated to a federal attainment (clean air) area in 1997.[11]

While meeting federal standards, the basin continues to violate the California ozone and particulate matter standards, which are more stringent than federal standards; however, the number of violations has declined over the years. In 1987, there were 34 days exceeding the State ozone standard within the basin; in 1996, there were 21; in 1997, there were two; and in 1998 there were 12 exceedances. In 1998, there were 6 exceedances of the new federal 8-hour ozone standard. None of these exceedances occurred in Monterey County.

Fifty percent of recent violations are the result of transport from the San Francisco Bay Area (i.e., the violations would have occurred even with no emission contribution from the North Central Coast Air Basin).

Emission forecasts for pollutants that form ozone show a decline to about 2010, after which they begin to increase; that is, emission growth will begin to overtake emission controls. Thus, ozone levels will increase after 2020 unless additional controls are implemented. Major sources of ozone-forming emissions include mobile sources, solvents, the Moss Landing Power Plant, manufacturing, and industry.

Most violations of the California standard for particulate matter of ten microns or less in diameter (PM10) have occurred at coastal stations where sea salt is the primary reason for violations. There were 9 exceedances of the State PM10 standard. Four of these exceedances were in Monterey County. Aside from violations at the coastal Moss Landing air monitoring station, there have been only two violations elsewhere in Monterey County since 1994. PM10 emissions are projected to increase over the years due to increases in vehicle travel and prescribed burns. Major sources of PM10 include vehicle travel on paved and unpaved roads, windblown dust from open fields and farming operations, and prescribed burns.[18]

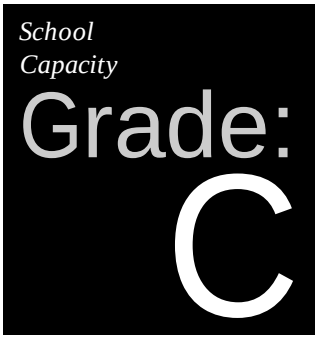
*Open Space and Recreational Lands*

Grade: A

3.10 Open Space and Recreational Lands

Monterey County has thousands of acres in parks, wilderness areas, and open space at military facilities.

| Table 15 — Parks and Open Space (Acres) | |
|---|---|
| Federal Forests and Wilderness Acres | |
| Los Padres National Forest | 304,035 |
| Ventana Wilderness | 164,503 |
| Bureau of Land Management/Fort Ord | 7,000 |
| Bureau of Land Management/other | 34,787 |
| Military Land | |
| Fort Hunter Liggett | 165,828 |
| Camp Roberts | 16,857 |
| Fort Ord Land to be transferred | 8,000 |
| State Parks | |
| State Parks (20 parks) | 16,128 |
| Regional and County Parks | |
| Monterey Peninsula Regional Park District | 7,500 |
| Monterey County Parks (including 6,600 acres of Lake San Antonio) | 13,707 |
| Land Trusts and Other | |
| Big Sur Land Trust | 8,200 |
| Elkhorn Slough National Marine Estuarine Reserve | 1,500 |
| Nature Conservancy Preserve | 800 |
| Elkhorn Slough Foundation | 700 |
| Moss Landing Wildlife Area | 500 |
| Total Open Space and Recreational Acres | 915,873 |




## 3.11 School Capacity

Of the 24 K-12 school districts, 13 are at classroom capacity. Of these 13, four districts have facilities planned and funded for construction. Alisal School District opened Creekside Elementary School in September of 1998 (900-student capacity). Salinas Union High School District renovated the Salinas High School. King City Joint Union High School will open Greenfield High School in September 1999 (820-student capacity).

Districts at capacity include Alisal, Chualar, North Monterey County Unified, Santa Rita, Washington Union, Greenfield Elementary, King City Elementary, King City Joint Union High School, Salinas City, Salinas Union High School, Soledad, Spreckels, and Lagunita.[12]

Districts with excess capacity (student space available) include Monterey Peninsula Unified (2,000 students), Pacific Grove Unified (500 students), Carmel Unified (200 students), Gonzales Unified (90 students), Graves (20 students), San Antonio (170 students), San Lucas (10 students), Mission (20 students), and San Ardo (20 students).[12]

*Up-To-Date General Plan, Cities*

Grade: B

*Up-To-Date General Plan, County*

Grade: D

## 3.12 General Plans

State law requires planning agencies to "prepare, periodically review, and revise, as necessary, the general plan" [Government Code section 65103 (a)]. Keeping the general plan current is important for good planning.

Several cities in Monterey County are in various stages of the general plan update process, including the cities of King City, Marina, Salinas, and Sand City (Table 15). Three other cities—Carmel, Monterey, and Soledad—will consider initiating a general plan update during the 1999/2000 Fiscal Year.

The County of Monterey has hired a consultant to develop a work program to define the scope of a general plan update, and it is anticipated that Monterey County will initiate a general plan revision process during the 1999/2000 fiscal year. The Monterey County General Plan is 16 years old, and most of its area plans are ten or more years old.

**Table 16 — General Plan Update Timeline by Jurisdiction**

| Jurisdiction | Date Adopted | Advisory Date For Comprehensive Update | Date Compreshensive Update Scheduled |
|---|---|---|---|
| Monterey County | 1982 | 1987 | 1999 |
| Carmel | 1989 | 1994 | 1999 |
| Del Rey Oaks | 1997 | 2002 | None Scheduled |
| Gonzales | 1996 | 2001 | None Scheduled |
| Greenfield | 1981 | 1986 | None Scheduled |
| King City | 1999 | 2004 | 1998 |
| Marina | 1982 | 1987 | 1998 |
| Monterey | 1988 | 1993 | 2000 |
| Pacific Grove | 1994 | 1999 | None Scheduled |
| Salinas | 1988 | 1993 | 1999 |
| Sand City | 1989 | 1994 | 1999 |
| Seaside | 1996 | 2001 | None Scheduled |
| Soledad | 1993 | 1998 | 1999 |

# 4.0 Demographics

forecasts

## 4.1 Population and Population Forecasts

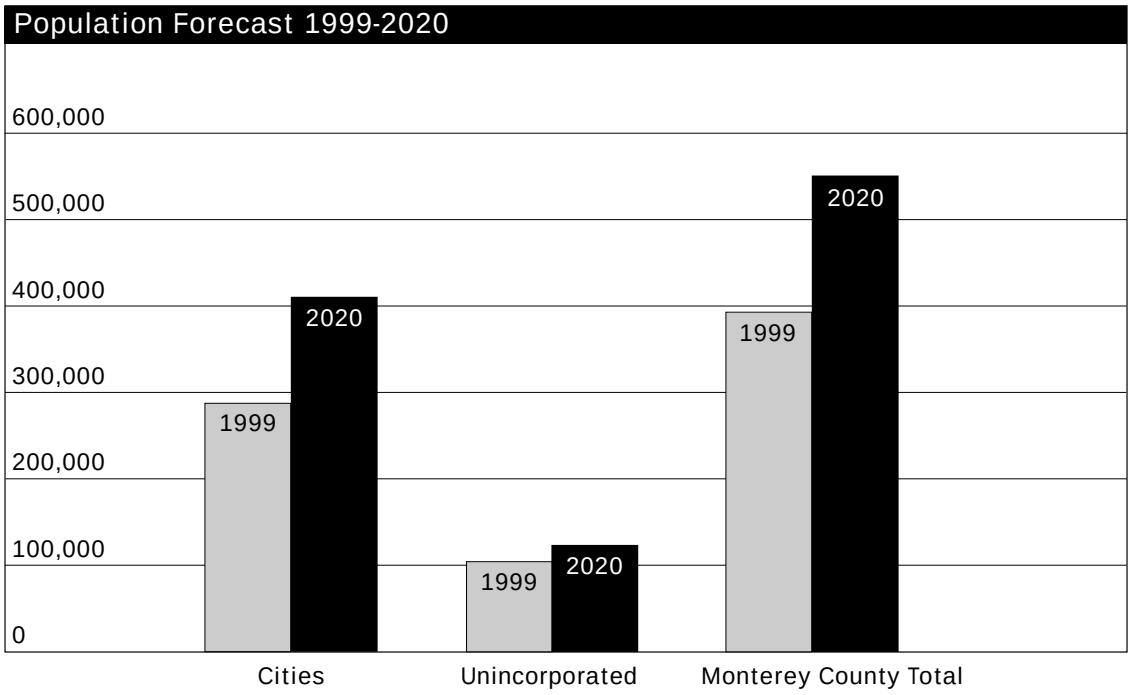
As of 1999, Monterey County is the third fastest growing county in California. The county's population has increased 35% since 1980 (Table 17), and the Association of Monterey Bay Area Governments (AMBAG) projects that it will grow another 37% by 2020 to a population over 536,000 (Table 18). Buildout of city and county general plans would allow for an increase of 53%, to about 600,000 people. AMBAG's population forecast predicts that 83% of the forecasted growth will be in cities. The general plans, which typically do not have a time frame for "buildout" (the condition expected to occur when general plans are fully realized and reach their planned maximum population), show that 75% of the growth will be in cities. Depending on whether AMBAG's forecast or the general plans' estimation is accurate, between 17 to 25% of new growth will occur in the unincorporated area, rather than in existing cities where services are available and can be provided most efficiently.

**Table 17 — Population Growth, 1980-1999**

| Jurisdiction | 1980[19] | 1999[20] | Percent Increase |
|---|---|---|---|
| Cities | 205,400 | 287,600 | 40% |
| Unincorporated | 85,044 | 103,700 | 22% |
| Total | 290,444 | 391,300 | 35% |

**Table 18 — Population Forecasts, 1999-2020 and 1999 to Buildout**

| Jurisdiction | 1999 | 2020[12] | Percent Increase | Buildout[11] | Percent Increase |
|---|---|---|---|---|---|
| Cities | 287,600 | 408,949 | 42% | 443,664 | 54% |
| Unincorporated | 103,700 | 127,660 | 23% | 155,100 | 50% |
| Total | 391,300 | 536,609 | 37% | 598,764 | 53% |




4.2 Economy

Some forecasts indicate that the United States and California economies will both slow down in 1999 as a result of the combined impacts of Asia's economic crises and stock market volatility. The economy in Monterey County, however, is expected to continue to expand, with anticipated increases in population, housing construction, employment, and retail spending. Government and the tourism and agriculture industries will continue to provide a strong economic base. However, studies identify politics, infrastructure capacity, and water supply as risk elements to the long-term economic well-being of Monterey County.[21]

The relationship between private sector growth, taxes, and public sector benefits has not been carefully analyzed for Monterey County and the cities. Although statistics are available for each leading economic sector, no study has compared these to changes in infrastructure, environmental quality, public services, or other factors affecting residents' quality of life. It is important to analyze how the economic benefits of growth have been distributed, whether job growth has resulted in fewer residents living below the poverty line, whether increased housing construction has created more affordable housing, and if tax revenues from increased retail sales support better planning and community development.

### Employment and Income

California's seasonally adjusted unemployment rate dropped to 5.7 % in January 1999, down 0.3 percentage points from January 1998. For the twelve-month period from January 1998 to January 1999, the Monterey County unemployment rate averaged 10.8%, ranging from 6.2% (August 1998) to 18.7% (January 1999). Seasonal fluctuations in agricultural and tourism jobs account for these employment patterns. In this same period, Monterey County employment grew by 4,300 jobs. The largest increase was in services (up 1,500 jobs). Construction followed with 700 jobs, then retail trade with 600 jobs, primarily in eating and drinking establishments. Agricultural employment was down by 500 jobs. Monterey County median family income for 1997 was $45,600.[22]

### Retail Sales

Monterey County retail sales revenues grew by 7.1%, or $156 million, from 1995 to 1996, to total $2.36 billion. In 1997, total annual retail sales climbed to $2.5 billion, a 6.15% increase from 1996. The City of Salinas had the largest net revenue growth with $52.87 million. The second largest net revenue growth was reported in Sand City with $24.52 million.[25] The significant growth is attributed to substantial increases in tourism, gradual increases in population, and the expansion of national and regional retailers in the cities of Salinas, Seaside, and Sand City.[21]

**Table 19 — Monterey County Annual Retail Sales 1996-1997 in thousands**

| | 1996 | 1997 | Net Retail Growth | % Change |
|---|---|---|---|---|
| Carmel | $145,946 | $151,016 | $5,070 | +3.47% |
| Del Rey Oaks | $12,770 | $12,843 | $73 | +0.57% |
| Gonzales | $12,236 | $11,999 | ($237) | -1.94% |
| Greenfield | $14,762 | $17,416 | $2,654 | +17.98% |
| King City | $57,942 | $61,602 | $3,660 | +6.32% |
| Marina | $51,044 | $49,641 | ($1,403) | -2.75% |
| Monterey | $391,665 | $398,769 | $7,104 | +1.81% |
| Pacific Grove | $104,754 | $110,288 | $5,534 | +5.28% |
| Salinas | $927,534 | $980,038 | $52,504 | +5.66% |
| Sand City | $90,307 | $124,749 | $34,442 | +38.14% |
| Seaside | $244,309 | $250,427 | $6,118 | +2.50% |
| Soledad | $18,263 | $19,179 | $916 | +5.02% |
| Unincorporated Areas | $288,839 | $314,629 | $25,790 | +8.93% |
| Monterey County Totals | $2,360,370 | $2,502,596 | $142,226 | +6.03% |

### Tourism

In 1997, travel and tourism spending in Monterey County increased 7.3% from the previous year, to $1.5 billion. The total economic impact of travel and tourism in 1997, including direct and indirect spending, produced $2.4 billion in Monterey County.[21] Tourists visiting Monterey County spend more per capita than tourists in any other county in California. Revenue from Monterey County's Transient Occupancy Tax (TOT) increased 4.19% to $32.8 million in the 1997-1998 fiscal year. The City of Monterey collected $12.6 million in TOT revenue, 38% of the county total. The City of Salinas generated $1.1 million of TOT revenue, or 3.4 % of the county total.[26] The unincorporated areas of Monterey County generated $10.43 million, or 32% of the county total, primarily from Pebble Beach Resorts.[21]

**Table 20 — Collection of Transient Occupancey Tax by Jurisdiction 1997 and 1998**

| Monterey County Jurisdictions | TOT Ending 6/30/97 | TOT Ending 6/30/98 | % Change 97-98 |
|---|---|---|---|
| City of Monterey | $11,816,453 | $12,630,760 | +6.9% |
| Monterey County | $10,544,268 | $10,434,970 | -1.0% |
| Carmel | $3,468,094 | $3,591,096 | +3.5% |
| Pacific Grove | $2,455,412 | $2,540,000 | +3.4% |
| Seaside | $1,444,890 | $1,739,897 | +20.4% |
| Salinas | $1,059,270 | $1,141,784 | +7.8% |
| Marina | $477,184 | $495,327 | +3.8% |
| King City | $193,852 | $200,095 | +3.2% |
| Soledad | $80,483 | $87,159 | +8.3% |
| Greenfield | $13,870 | $14,417 | +3.9% |
| Gonzales | $3,100 | $3,336 | +7.6% |
| Total | $31,556,876 | $32,878,841 | +4.2% |

Source: Result Consulting

### Real Estate

Monterey County single-family home sales totaled 2,571 in 1998 and surpassed home sales in 1997 by 300. Condominium and townhouse sales increased to 399 in 1998, 49 more sales than 1997. Countywide, the median single-family home sale price rose by $6,210 in 1998, representing an increase of 2.6%.[8]

## Construction Activity

Residential construction was valued at $277 million in 1998, down $22 million from 1997. New single-family construction increased in value by $3 million in 1998, to $226 million, and new multi-family valuation decreased by $26 million in 1998.

In 1998, a total of 1,166 residential building permits were issued, down 544 from 1997. Countywide, building permits for single-family homes decreased by 200, and permits for multi-family homes decreased by 341. Most of the building activity occurred in Salinas (502), the unincorporated areas of Monterey County (344), Soledad (92), Gonzales(60), and King City(59).

Non-residential construction valuation in 1998 totaled $136 million, up $30 million from 1997. This includes new, alterations, and additions to commercial, industrial, and other non-residential construction activities. In 1998, new non-residential commercial construction was strongest in the unincorporated areas of Monterey County ($52 million, up 74% from 1997) and in Salinas ($50 million, up 36% from 1997).[7]

## Agricultural Sales

Agriculture remains the largest sector of Monterey County's economy. Gross sales of agricultural products totaled $2.3 billion in 1998, an increase of $26 million from 1997.[23] The annual report of the Monterey County Overall Economic Development Program identifies four major problems facing agriculture in California: conversion of farmland to urban uses, soil erosion, salinity, and possible shortage of affordable water. The report states that the 1982 Monterey County's General Plan prohibits the conversion of agricultural land to other uses and that this policy will require strong support from the Board of Supervisors to remain viable.[24]

# 5.0 Conclusions and Recommendations



Current development in Monterey County is resulting in an increasingly inefficient use of land. Monterey County's growth rate is the third highest in the state, and if trends continue, the impacts of current growth will degrade residents' quality of life, lead to significant losses of agricultural land, and threaten the county's long-term economic vitality.

Inadequate infrastructure is in place to support existing levels of development in many parts of Monterey County. This is particularly true with respect to the lack of adequate road and highway capacity, water supply, and schools. Unless something changes, existing problems will become significantly worse. In the next five years, already approved and constructed projects will add 8,167 dwelling units, 4.98 million square feet of commercial and industrial space, and 701 hotel and motel rooms. Pending projects, if approved, would almost double these numbers. Furthermore, although Monterey County's growth rate is one of the highest in the state, the growth and development occurring in Monterey County is not leading to the production of housing that can be afforded by ordinary working families, much less by persons who have low or very low incomes.

The trends documented in *State of Monterey County 1999* are real—but trends never tell us what "must" or "will" happen in the future. Current trends are the result of past actions and past choices. What will happen in the future depends on our actions today. If we make no changes and do nothing new, then the trends documented in this report will define the future reality of Monterey County.

Many Monterey County jurisdictions are either in the process of amending their general plans, or will soon begin a general plan update. This report should make clear how necessary it is for Monterey County and the twelve cities to amend their general plans to incorporate the basic policy changes recommended by LandWatch.

LandWatch Monterey County believes that the facts presented in this report make a compelling case that land use policy changes must be made. In 1999, LandWatch Monterey County plans to continue to document the need for significant land use policy reform and to demonstrate the effectiveness of the policy changes outlined within this report. LandWatch not only will continue to educate and inform the public and elected officials, but will also speak out for the public interest as key land use debates arise.

Please join LandWatch in its effort to help define a new direction for land use policy in Monterey County. Working together, we can change the current trends and secure a future for Monterey County that will preserve both the beauty of this cherished place and the vitality of the economy that is so dependent on our wise and thoughtful use of the land.

*LandWatch has documented that the current pattern and practice of development are putting the future of both the economy and environment of Monterey County at risk. LandWatch is thus proposing the following five-point program of significant land use policy reform:*

1. Land use policy should encourage the efficient use of land and the conservation of valuable natural resources through the designation of urban growth boundaries.

2. The economic vitality of our local communities should be enhanced by directing new growth and investment inside designated urban growth boundaries and away from open space and productive farmlands.

3. Land use policy should maximize social and economic opportunity by integrating affordable housing within mixed-income neighborhoods.

4. Adequate public facilities and services—including police, fire, schools, parks, transportation facilities, and reliable water supplies—must be in place prior to, or concurrently with, new development.

5. The land use regulatory system should be made more effective, efficient, and accountable, thus providing increased certainty for developers, landowners and the public, and eliminating unnecessary regulations and delay.

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