

## Dan Albert

**Candidate For:** Monterey City Mayor

**Email:**

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**Occupation:** Current Monterey City Councilmember

**Years in the Area:** 62

**Education:** Monterey Peninsula College: AA General Studies San Jose State University: BA in Industrial Technology and Social Studies, with Teaching Credential San Jose State University: MA Educational Leadership with Administrative Services Credential

### HOUSING POLICY

#### **What is your position on affordable housing? Please be specific with regards to policies you support or oppose**

Any affordable or inclusionary housing project in the City of Monterey is predicated on whether the property has a water meter or enough water credits to build the project. Since the State Water Board has a cease-and-desist order placed on any Cal Am new water hookups or allocation of additional water credits by the Monterey Peninsula Water Management District, affordable housing projects will only be a reality when the cease-and-desist order is lifted.

When water does become available, the rezoning of light industrial, business districts, and multiple-family housing zones to accept more density, in conjunction with relaxed height restrictions will increase the city's housing stock.

#### **Do you support modifying city policies or regulations to make it easier and cheaper to build housing? If so, what specific policy changes do you support?**

The city has already started this process through the rezoning of Garden Road from light industrial use to residential. These projects will produce inclusionary housing that the previous zoning would not allow. The Council took action to amend the city's Downtown Specific Plan to allow for more density, along with increasing the height restrictions. The city owns four properties earmarked for affordable housing when water becomes available. One of the city properties on Van Buren and Madison Street, has been approved for up to 36 affordable housing units. If the goal is to construct 100% affordable housing, this will have to be accomplished on publicly-owned property.

#### **Do you support requiring that "inclusionary housing" units be made permanently affordable, even upon resale? If not, please explain.**

The city mandates all housing projects produce 20% inclusionary units. This policy would safeguard that those units remain affordable. To remove the deed restriction upon a sale, I believe defeats the purpose of why the city requires inclusionary housing.

**Do you support requiring developers of hospitality, commercial and industrial projects that significantly increase demand for already scarce housing resources to pay housing impact fees to finance workforce housing or to build such housing themselves?**

It depends on where the project is built. If it is a new subdivision, there will be impacts on a community; for example, expanded essential services, infrastructure, schools, roads, and other related areas. As in the case of the City of Monterey, all those impacts have already been mitigated through existing infrastructure and services. So, in the case of the city, housing impact fees can be waived.

**How should local governments finance affordable housing?**

In some circumstances, if the funding originates from a federal or state grant and is restricted to housing development only, the project will not encroach on the General Fund, unless the intent is to build workforce housing for its own employees.

In the case of the City of Monterey, its riches asset is the property it owns. This available city-owned land can be leased at a low rate to an affordable housing developer to help subsidize the cost of building and managing affordable housing units. The exchange is the developer doesn't have to invest in the land and in return, the city increases its affordable housing stock.

**Throughout Monterey County, local governments have approved ~21,000 single family homes that haven't been built, and another ~13,000 are proposed. The median home price in Monterey County is ~\$850,000. Do you support adding more single family homes to the unbuilt pipeline or zoning for more affordable apartments, condominiums, and townhouses?**

Within the city limits, the City of Monterey is fortunate to be surrounded by open space which I believe should not be developed. The city already has established single-family (R1) neighborhoods, with no room to increase within this zoning. As in the past, growth must occur in the multi-family (R3), industrial, and business district zones.

**What other housing policies do you support or oppose?**

What was mentioned above covers my thoughts on housing policies within the City of Monterey; however, I'm always open to exploring new policies related to the enhancement of affordable housing.

## WATER POLICY

**What specific proposals do you support to ensure your community can meet its water demands without increasing the overdraft of the County's groundwater aquifers or violating the SWRCB's Cease and Desist Order regarding taking water from the Carmel River?**

I support the current aquifer storage and recovery (ASR) project, the Monterey One Water's Pure Water Project and its proposed expansion, and a regional public/private desalination project in the northern section of Monterey County. All of these projects will help maintain the health of the region's aquifers, release the peninsula from the cease and desist order and create a sustainable water supply.

### **For Peninsula Candidates:**

**Do you support expansion of Pure Water Monterey as an alternative to building the desalination plant approved by the CPUC in 2018 but now stalled before the Coastal Commission? Why or why not? On what estimate of water demand is your position based, the estimate made by MPWMD or by Cal-Am? If you support the Cal-Am desalination project, how large should it be? Who should pay for the excess capacity from the desalination project until demand materializes for its water, Cal-Am shareholders, business ratepayers, or residential ratepayers?**

As mentioned above, I support Monterey One Water's Pure Water Project and its proposed expansion as the main sustainable water source for the peninsula. To ensure water sustainability and meet the growing demands on the peninsula, some form of desalination project should be considered as an addition to recycling water. With this in mind, I would support a public/private regional desalination project north of the peninsula.

The water produced by the current proposed desalination project in Marina would be too expensive for the ratepayers on the Monterey Peninsula. For this reason and others, I can't support the proposed project at this time.

## GROWTH POLICIES

**Do you support the creation of "urban growth boundaries" or expansion of the existing boundary as a way to prevent urban sprawl, and to insure that future growth is compact, efficient, and protective of the environment? If not, what measures would you support to prevent urban sprawl? If yes, will you sponsor an urban growth boundary in the upcoming year, and make it one of your top three priorities?**

As mentioned in a previous question, the City of Monterey is fortunate to be surrounded by open space within its city limits, which I believe should not be developed. The city already has established urban growth areas within the city's single-family (R1) neighborhoods, the multi-family (R3), industrial, and business district zones. Within the city limits, there are undeveloped areas, however, at this time, I have no interest in expanding development beyond the city's "urban growth boundaries".

**Poorly planned, non-infill commercial developments and hotels create more trips and additional vehicle miles traveled on already overcrowded roads and highways. Both residents and visitors pay the price of delay and increased pollution. What specific traffic congestion relief solutions do you support?**

Within the City of Monterey, there are times of the day and week that seems to be much more of a problem than others; for example, weekdays at 4-6 pm on Lighthouse/Del Monte and Sunday's 3-7 pm from the Cannery Row arteries onto Lighthouse. The solution to these congested traffic times will be hard to solve unless we can accommodate more cars by widening the tunnel, a natural bottleneck.

Over the last several years, the city has installed an adaptive signal system along Del Monte Avenue, North Fremont Street, and the Lighthouse corridor to help regulate the flow of traffic. The traffic is controlled by a system that calculates the number of cars flowing through the intersections, then programs each intersection to adapt to the particular traffic pattern. Though the system will not eliminate traffic congestion, it has proven to be an effective way to control the flow of traffic.

Obviously, people need to get to and from work by the use of cars; however, the city must continue to make mass public transit and other means of alternative transportation a priority; for example, improved bike access and lanes, pedestrian-friendly walkways, and other modes of transportation.

## TRANSPORTATION POLICIES

**Do you support roundabouts on Highway 68 and other roads? What other transportation policies or practices have you seen that local governments should incorporate?**

In partnership with the City of Monterey, TMAC, State of California, and Caltrans, the Holman Highway 68/Highway 1 Carmel intersection conversion is an example of improvements that have benefited the peninsula. This highly successful project is a model of how effective roundabouts can be. When appropriate, I support any intersection roundabout conversion, especially along the Hwy 68 corridor.

## CANDIDATE PRIORITIES

**If you are elected, what will be your top three priorities?**

**Sustainable water source:** The city's critical housing goals and policies cannot be addressed without a sustainable water source. As mentioned before, I support the Aquifer Storage Recovery project, M1W's Pure Water Expansion, and a public/private regional desalination project.

**Housing:** With housing comes growth and density. Through responsible and appropriate planning of housing projects, we can balance growth with the city's unique small-town character.

Financial Stability: As revenues return to normal, the city must continue to monitor its expenditures and build reserves to safeguard against another possible economic downturn.

**What land use policies would you champion for the community?**

As mentioned in previous housing questions, the rezoning of light industrial, business districts, and multiple-family housing zones to accept more density, in conjunction with relaxed height restrictions will increase the city's housing stock.

**CANDIDATE QUALIFICATIONS**

**What accomplishments in your career or public service are you most proud of?**

In my 37 years of public service, I have always been proud of my collaborative balanced leadership style. I like to get things accomplished. This can only happen if all parties listen, engage, compromise, work together as a team, and address the problem with real, honest, achievable, and responsible solutions.

Whether serving as an educator, council member, board member, or community member, the proudest moments of my career have been working through tough decisions by bringing people together to listen, collaborate and compromise to achieve a common goal.

**Experience**

I'm currently a member of the City of Monterey's City Council and an active board member of the following organizations:

1. Monterey Peninsula Waste Management District
2. Monterey Salinas Transit: Board Chairperson
3. Seaside Groundwater Basin Watermasters
4. Monterey Regional Taxi Authority
5. Lyceum of Monterey County

I'm currently a member of the following public committees:

1. Monterey Peninsula College Citizens' Bond Oversight Committee
2. New Monterey Business Association, City of Monterey Representative