

Infrastructure

Introduction

The State Planning and Zoning law requires that every city and county General Plan include a “Circulation” Element. The “General Plan Guidelines” published by the Governor’s Office of Planning and Research make clear that the required “Circulation” Element must actually be an “Infrastructure” Element, which provides a plan not only for the transportation needs of the local community, but for the entire range of public services and facilities that the community will require.

This Infrastructure Element addresses not only “circulation,” but establishes required “service levels” for a broad array of public services, as well, to ensure that new growth and development in Monterey County will not come at the expense of the quality of life of current residents. The Infrastructure Element responds directly to the Twelve Guiding Objectives which are the foundation upon which this Community General Plan is based, and the policies contained in the Infrastructure Element are particularly aimed at the following:

Guiding Objective #8

Provide adequate infrastructure and public services for existing residents and businesses. Ensure that infrastructure and public services are available, fully funded, and constructed concurrently with new development. Ensure that new development neither increases the infrastructure and public service cost for existing residents and businesses nor reduces their quality of service by any significant amount.

Guiding Objective #11

Seek to provide an adequate and sustainable water supply while protecting the county’s watersheds and marine environment, including surface water, ground water, and aquifer recharge areas.

Guiding Objective #5

Promote the development of walkable communities that meet the daily needs of their residents, offer a high quality of life for their residents, and reduce the need for automobile trips.

By following the policies contained in this Infrastructure Element, Monterey County will ensure that the County’s future growth and development will bring benefits, not new burdens, to its existing residents.

Infrastructure

Infrastructure – Goal #1

IT IS THE GOAL OF MONTEREY COUNTY TO DIRECT NEW DEVELOPMENT INTO EXISTING CITIES AND COMMUNITY AREAS, TO REDUCE TRAFFIC IMPACTS RELATED TO THAT NEW DEVELOPMENT. IN ESTABLISHING THIS GOAL, MONTEREY COUNTY RECOGNIZES AND ACKNOWLEDGES THAT, FOR THE FORESEEABLE FUTURE, THERE WILL BE VERY FEW FUNDS AVAILABLE TO CONSTRUCT ADDITIONAL ROAD CAPACITY, AND THAT THE ADDITION OF ROAD CAPACITY HAS NOT BEEN PROVEN TO REDUCE LONG TERM TRANSPORTATION PROBLEMS.

Infrastructure – Policy #1

Alternative Transportation Strategies in Project Design – The County shall compile and maintain a list of Alternative Transportation Strategies (Strategies). This list shall include project and community design standards and techniques that have been demonstrated to be effective in achieving any of the following objectives:

- Reducing automobile use, especially single vehicle automobile trips
- Encouraging and supporting the use of transit
- Encouraging the use of bicycles and walking as an alternative mode of transportation

The list of Strategies shall be updated and revised on an annual basis. All development projects within the unincorporated areas of the County shall, to the maximum extent possible, utilize and incorporate all applicable techniques from the list of Strategies. The incorporation of these strategies into the project shall be a condition of project approval. If the County Planning Commission or the Board of Supervisors finds that a strategy on the list is not applicable to a particular project, that finding must be supported by one or more facts found in the administrative record.

Infrastructure – Policy #2

Project Review by Transit Agencies – When an application is filed for any development project within the unincorporated area, the County shall promptly provide the Transportation Agency for Monterey County (TAMC) and Monterey Salinas Transit (MST) with a copy of the plans and specifications, and shall request that these agencies recommend changes or conditions that can achieve one or more of the following objectives:

- Reduce automobile use, especially single vehicle automobile trips

Infrastructure

- Encourage and support the use of transit
- Encouraging the use of bicycles and walking as an alternative mode of transportation

Recommendations from TAMC and MST shall be incorporated into the project, and shall be made conditions of project approval, unless, based upon substantial evidence, the County determines that the recommendations would be ineffective in achieving one or more of the above objectives, or that the benefits provided by imposing the requirement would be disproportionately small, compared to the cost or difficulty of implementing or carrying out the requirement.

Infrastructure – Policy #3

TAMC Program for Transit-Oriented Development – To facilitate development of transit oriented development projects within Community Areas, the County shall support and capitalize on the TAMC Transit Oriented Development Incentive Program, which awards funds for transportation projects to local jurisdictions that approve building permits for compact housing and mixed use development near transit. When possible, the County shall also provide its own incentives, including fast track project approval, and fee waivers to encourage such projects.

Infrastructure – Goal #2

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO MANAGE THE TRANSPORTATION SYSTEM AS A UNIFIED, COORDINATED, COUNTYWIDE AND MULTI-MODAL NETWORK THAT PROMOTES THE SAFE MOVEMENT OF PEOPLE AND GOODS, AND THE EFFICIENT USE OF LIMITED COUNTY RESOURCES.

Infrastructure – Policy #4

Coordinated Transportation Planning – In conjunction with the policies of the Transportation Agency of Monterey County (TAMC), the California Department of Transportation (CALTRANS), the Association of Monterey Bay Area Governments (AMBAG), Monterey-Salinas Transit (MST), Santa Clara County, Santa Cruz County, San Benito County, and other applicable planning agencies, the County shall support a transportation system consistent with goals and policies of this General Plan. Additionally, the County shall continue actively to participate as a member of regional transportation planning agencies and generate support for transportation projects that are consistent with this General Plan.

Infrastructure – Policy #5

Infrastructure

Functional Roadway Classification and Design – The County shall use the Federal Highway Administration (FHWA) functional classification system for the purpose of planning a coordinated circulation network. The FHWA document “Flexibility in Highway Design” will be used by the County to identify context-sensitive design features for new roads. In Community Areas, roadway facilities shall reflect the character of the community and conform to livable street design standards. Community Area roadway standards shall be developed through the Redevelopment Plan process for each Community Area.

Infrastructure – Policy #6

Roadway Monitoring Program – In cooperation with TAMC and AMBAG, the County shall monitor key County-maintained roadways, intersections, bikeways, and pedestrian facilities to observe and analyze the functioning of these roadways, as well as to identify capacity and safety issues as part of a comprehensive traffic monitoring program. Average Daily Traffic (ADT), Level of Service (LOS), Vehicle Miles Traveled (VMT), and Vehicle Hours Traveled (VHT) shall be used to measure the effectiveness of plans and programs. Additionally, trip origin/destination studies, trends in car ownership per capita, and percentage of trips completed by mode shall be part of the monitoring program.

Infrastructure – Policy #7

Performance Standards –

- a. Average Daily Traffic (ADT) volumes representing functional capacity shall be determined for each roadway segment based on the functional classification of the road, as well as capacity analyses consistent with principles in the Highway Capacity Manual.
- b. Level of Service (LOS) standards shall be used to determine acceptable levels of peak hour travel for all County roadway system segments. Level of service standards and planned improvements shall be reviewed and if appropriate, reconsidered, during the five-year General Plan review. Level of service standards must be maintained for new development and mitigation measures to retain or improve such levels of service must be implemented at the time of the construction of the first residential unit or non-residential building, using peak hour and daily traffic volumes, in a manner consistent with subsection c.
- c. New development shall be phased per the policies of the Land Use Element to ensure adequate road capacity. Level of Service standards shall be defined for the Major Land Use Classifications as follows:
 - Rural Lands: The LOS shall be LOS C on County road segments in areas designated Rural Lands, except where a roadway also directly serves a Community Area, pursuant to Table PS-1.

Infrastructure

- Agricultural Lands: The LOS shall be LOS C on County road segments in areas designated Agricultural, except where a roadway directly serves a Community Area, pursuant to Table I-1.
- Community Areas: The LOS for roads within Community Areas shall be LOS D, except where lower existing levels of service may be determined to be acceptable through the Redevelopment and Community Area Plan process, or where it is demonstrated that automobile trips will be reduced as a result of development of higher densities, by use of pedestrian/bicycle pathways and other techniques demonstrated to reduce trips. Lower levels of service on state highways and regional corridors under the jurisdiction of TAMC shall not impede development in the Community Areas of Fort Ord, Castroville, Boronda, Chualar and Pajaro.

Infrastructure – Policy #8

Setting Goals to Increase Roadway Efficiency – The County shall seek to achieve the following goals to increase roadway efficiency and reduce vehicle emissions over the duration of this General Plan:

- a. Reduce Vehicle Miles Traveled (VMT) by 15% from 2002 per capita rates by the year 2025.
- b. Increase Average Vehicle Ridership (AVR) to 1.35 by the year 2025.

Applicable techniques to achieve these goals include, but are not limited to the following:

- Increase the use of alternate modes of transportation, including transit, bicycle, and pedestrian, through the creation of higher density, mixed use and walkable communities, increased transit service, development of bicycle and pedestrian trails, and other techniques.
- Utilization of other demonstrated trip reduction methods.

Infrastructure – Policy #9

Safety Programs – The County shall support roadway safety programs that will reduce accidents and improve overall road safety. Measures the County supports include, but are not limited to:

- SAFE Call Box Program – Installation and service of solar-powered emergency phones on major roadways.
- SPECTER Radar Safety – Mobile radar trailers that aid public awareness of driving speed and voluntary speed limit compliance.
- Freeway Service Patrol Program – A special team of tow truck drivers, patrolling selected parts of freeways to provide help to stranded motorists and remove traffic accidents.

Infrastructure

- State Highway Operation and Protection Program (SHOPP) – A program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation, without increasing roadway capacity.

Infrastructure – Policy #10

Speed Reduction – The County shall work to reduce speeds on roads where excessive rates of speed occur. This is to be accomplished through increased enforcement, improved signage, and/or traffic calming measures. Within Community Areas, alternative traffic calming techniques shall first be considered before resorting to other methods. Examples of traffic calming techniques include, but are not limited to the following:

- Narrower streets
- Speed tables
- Raised crosswalks
- Raised intersections
- Textured pavements
- Roundabouts
- Chicanes
- Chokers
- Center island narrowing

Infrastructure – Policy #11

Pavement Management System – The County shall continue to update its existing Pavement Management System. Based on available funding, this system will utilize current road programs in order to improve its information base and document the need for increased funds which immediately will be used to provide the most cost-effective improvements to County pavement.

Infrastructure – Policy #12

Road Abandonment – In order to reduce maintenance and deficits in operations funding, the County, pursuant to the California Streets and Highways Code Section 8300 et seq., shall pursue the abandonment and conversion of County roads to private roads, to be maintained by private entities, where the cost to maintain the County road exceeds the benefits obtained from the road.

Infrastructure – Goal #3

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO MANAGE LAND USE AND TRANSPORTATION PLANNING WITHIN THE

Infrastructure

UNINCORPORATED AREAS AS A UNIFIED AND COORDINATED PROGRAM.

Infrastructure – Policy #13

Road Improvements – Land use planning and transportation decisions shall be correlated so that planned land uses are supported by the appropriate types of circulation service, levels of service and the timing of transportation improvements. Wherever practicable, road improvements should complement regional needs and initiatives. The County’s highest priority for road improvement funding shall be regional and local roads serving Community Areas, which are designed to achieve the County’s regional housing allocation and affordable housing goals.

Infrastructure – Policy #14

Traffic Impact Studies – A traffic impact analysis shall be developed in connection with each Redevelopment Plan in a Community Area. This analysis shall consider all projected traffic generation based on the Redevelopment Plan. Within Community Areas, additional studies will not be required on a project-by-project basis if the impacts are adequately addressed as part of traffic analysis associated with the Redevelopment Plan. Traffic impact studies consistent with the Monterey County Guide for the Preparation of Traffic Impact Studies for proposed development projects outside of Community Areas will be required for all projects that may have a significant impact on the County roadway system.

Infrastructure – Policy #15

Improvement of Existing Roadways – The County shall prioritize improvements to the roadway system, ensuring that allocation of funding for transportation, maintenance and improvement projects serving anticipated growth within Community Areas will be completed prior to or concurrently with development. The County shall give high priority to improvement of existing roadways and the following improvement projects:

Internal County traffic:

- Highway 156 widening
- Davis Road/Salinas Westside Bypass

Regional traffic:

- Highway 68 operational and safety improvements
- Highway 101 Prunedale Improvement project
- Highway 1 operational and safety improvements from Castroville to the Santa Cruz County line.

Infrastructure

Strategies to reduce vehicle demand on County roadways shall be given higher priority than vehicle capacity expansion projects where they are demonstrated to achieve the same outcome.

Infrastructure – Policy #16

New Funding Sources – The County will work with TAMC, CALTRANS, and other local jurisdictions to seek sources of funding to meet transportation funding shortfalls for priority projects and alternative modes of transportation (bikeways, transit, other). Such new funding sources may include a sales tax, federal grant funding, or other public funding measures where they also include mitigation funding for open space protection, and acquisition.

Infrastructure – Policy #17

New Development Mitigation – New development projects shall mitigate any transportation impacts caused by the project. If a proposed development would cause any road segment or intersection identified in the Infrastructure Element of the General Plan to experience an unacceptable level of service, or if the development would cause additional traffic or safety impacts on any such road segment or intersection already experiencing an unacceptable level of service, the project shall not be approved. The project may be approved, despite the above, if all of the following are true:

- A transportation or traffic mitigation measure is identified that will eliminate the unacceptable level of service on all affected road segments and intersections;
- The installation or construction, of the transportation or traffic mitigation measure is made a condition of project approval; and
- The identified transportation or mitigation measure is actually constructed prior to or concurrently with the construction of the project.

In addition, new development projects shall pay into any applicable regional or local road impact fee program.

Infrastructure – Policy #18

Local County Road Impact Fee Program – The County shall establish a Local County Road Impact Fee Program within six months of adoption of this General Plan, to mitigate any funding gaps related to existing roadway deficiencies. All development projects, including those subject to an adopted regional transportation fee or other transportation mitigation program, shall be subject to the Local County Road Impact Fee Program.

Infrastructure

Infrastructure – Policy #19

Transportation Facility Mitigation – When any new road or other transportation facility is proposed, including any new expressway, highway, freeway, road or street, and the proposed facility would be constructed in, adjacent to, or through land that this General Plan has designated for agricultural use, it shall be a condition of project approval that, prior to construction of the facility, a perpetual agricultural land conservation easement shall be granted to a nonprofit or governmental agency, covering all those parcels containing agricultural land which are immediately adjacent to the proposed transportation facility, and requiring that such lands be perpetually maintained in agricultural production, or in a fallow condition.

Infrastructure – Policy #20

Uncontrolled Access – New development shall not have direct vehicular access (driveways and private roads) to State, County and local freeways, highways, and expressways unless there is no feasible alternative for ingress and egress, or if frontage improvements would detract from the character of the surrounding uses.

Infrastructure – Policy #21

High Auto Dependent Development – Development of urban uses in narrow bands or strips, generally one lot deep, along a frontage of a major County road or highway and development of any retail use over 75,000 square feet in size shall be prohibited. Parking for urban uses shall be located behind buildings rather than in front, and parking areas shall be dispersed so that large contiguous areas of unbroken parking areas do not occur.

Infrastructure – Policy #22

Connectivity and Street Pattern – When developing and improving the multi-modal transportation network, connectivity should be a primary goal. Grid street patterns with high connectivity shall be required unless there are physical and/or access reasons that a grid design is not feasible. Subject to this exception, cul-de-sac street design in new developments shall be prohibited.

Infrastructure – Goal #4

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO INCREASE EFFICIENCY AND MINIMIZE CONFLICTS ON THE ROADWAY SYSTEM FOR ALL USERS INCLUDING COMMUTERS, TRUCKS, VISITORS AND PERSONS WHO ARE TRANSIT-DEPENDENT.

Infrastructure

Infrastructure – Policy #23

Transportation Systems Management (TSM) – To increase the efficiency of existing roadways, the County shall implement Transportation Systems Management measures for County roads whenever possible. TSM measures include, but are not limited to:

- Continuous two-way left turn lanes
- Traffic surveillance and incident control
- Channelization
- Ramp metering
- Traffic light removal
- Bus turnout bays
- Turn prohibitions
- High occupancy lanes
- Roadway access control
- Railroad grade separation
- Signal synchronization
- Exclusive turn lanes
- One-way streets
- Intersection widening

Proposed development projects that would substantially impact surrounding roadways and right-of-ways may be required, as a condition of project approval, to contribute to the implementation of TSM measures in the impacted roadways and right-of-ways, as determined by a traffic study.

Infrastructure – Policy #24

Transportation Technologies – Whenever feasible, Intelligent Transportation System technologies (ITS), and the Central Coast Intelligent Transportation System Strategic Plan shall be implemented on roads and highways to increase roadway efficiency, enhance response time to roadway accidents, improve the availability of travel information, and to maximize the County’s initial transportation investment.

Infrastructure – Policy #25

Reduce Single Occupancy Vehicle Trips – The County shall implement measures and programs to reduce single occupant vehicle trips, including, but not limited to the following:

- Provision for high occupancy vehicle lanes
- Preferential parking spaces for carpools and vanpools
- Free transit zones
- Development of park and ride facilities
- Shuttle services

Infrastructure

- Employer programs including incentives to employees for ride-sharing, biking to work and transit use

Infrastructure – Policy #26

Truck Routes – The County shall designate a Truck Route System that provides access to agricultural freight centers, manufacturing outlets, and other industrial or agricultural areas on the most appropriate routes.

Infrastructure – Policy #27

Road Restoration – Any project that uses heavy trucks for operations or construction on public roads shall restore such roads to a pre-project level upon completion of the project. The County shall continue to develop maintenance agreements with private sector industries in order to achieve this policy.

Infrastructure – Policy #28

Accommodating Truck Traffic – New commercial and industrial development shall be required to accommodate truck delivery and access in its design by considering off-street commercial loading standards, as well as impacts to adjacent land uses.

Infrastructure – Policy #29

Truck Traffic on Rural Roads – Agricultural and mining transportation requirements shall be recognized in the management, design, and improvement of the County roadway system.

Infrastructure – Policy #30

Visitor Traffic Demand Management – The County shall develop policies that encourage the use of special visitor-oriented buses, and the development and greater utilization of park-and-ride lots.

Infrastructure – Policy #31

Paratransit Services – The County shall encourage, and where feasible expand, the provision and maintenance of paratransit services, including the MST RIDES program.

Infrastructure – Goal #5

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO CREATE A CIRCULATION SYSTEM THAT REFLECTS, PRESERVES AND SUPPORTS THE NATURE AND QUALITY OF SURROUNDING LAND USES AND INTEGRATES A RANGE OF TRANSPORTATION CHOICES.

Infrastructure

Infrastructure – Policy #32

Concurrent Development of Bicycle and Pedestrian Facilities – The County shall support the development of a safe, accessible and convenient bicycle and pedestrian route network, as part of new road construction or improvements, consistent with the Monterey County Bikeways Plan and CALTRANS Project Development Procedures Manual (www.dot.ca.gov) Chapter 8, Section 7, unless:

- a. Bicycle and pedestrians are prohibited along the roadway; or
- b. The cost of establishing these facilities would be disproportionate to the probable use (more than 20% of the cost of the transportation project)or;
- c. There is an absence of current need or projected use.

Infrastructure – Policy #33

Safe Routes to School Program – The County, in cooperation with TAMC, school districts, and law enforcement, shall develop a Safe Routes to School Program consistent with state legislation which provides funding for new crosswalks, pedestrian and bicycle paths, sidewalks, and traffic calming programs in neighborhoods around schools.

Infrastructure – Policy #34

Rural Roads – Road improvements in areas designated Rural and Agricultural shall be planned to accommodate neighborhood traffic only. Transportation improvements in areas designated Rural and Agricultural shall be limited to safety and operational improvements except where a road also directly serves a Community Area and additional capacity improvements are consistent with this General Plan.

Infrastructure – Goal #6

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO INCREASE TRANSIT RIDERSHIP AND THE INTEGRATION OF TRANSIT INTO THE COUNTY TRANSPORTATION NETWORK.

Infrastructure – Policy #35

Concurrent Development of Transit Facilities – All major roadway projects shall consider an expanded role for transit and alternative modes of transportation, consistent with CALTRANS Project Development Procedures Manual (www.dot.ca.gov) Chapter 8, Section 7. To the extent it is cost effective, these

Infrastructure

projects should include plans for future transit corridors, bus rapid transit or high occupancy vehicle lanes.

Infrastructure – Policy #36

Service Expansion – The County shall participate in the development of a transit program for Monterey County. This program shall include an increase in the frequency of buses and the number of transit routes within those Community Areas, and between Community Areas and major employment locations, that have the potential to sustain cost efficient ridership. Express Service routes shall be supported between these areas that have the potential to sustain cost efficient ridership. The County shall identify transit opportunities in detail in Redevelopment Plans for the Community Areas.

Infrastructure – Policy #37

Intermodal Connectivity – In order to maximize transit system operations, connections between transportation modes (e.g. park-and-ride facilities, rail lines, bike and pedestrian routes, transit oriented facilities) shall be developed. Intermodal centers which serve as central hubs for alternative modes of transportation shall be developed where transportation counts warrant such development.

Infrastructure – Policy #38

Bus Fleet Expansion – The County should encourage MST to expand the number of buses with passenger amenities in order to entice ridership, and the number of service vehicles that meet or exceed federal and state exhaust emission standards. The County shall encourage MST to move towards a fleet that is entirely comprised of buses that are powered by alternative, cleaner burning fuels.

Infrastructure – Policy #39

On-Site Transit Facility Improvements/Transit in Project Design – In conjunction with the requirements of MST, the County shall require inclusion and development of safe, convenient, and protective transit stops and passenger shelters for any new large residential subdivision (more than 25 units) and non-residential developments of more than 50 employees and greater than 25,000 square feet in size that may be served by transit. High quality design, harmonious with the quality and features of the surrounding area, shall be required for these facilities. In addition, such projects shall be required to provide bus turnouts or stops.

Infrastructure – Policy #40

Transit Incentives – The County shall work with the private sector and transit officials to encourage the development of transit incentives by private employers. Such incentives could include free parking, bus passes for employees,

Infrastructure

telecommuting and flexible work hours, private transit systems, as well as other programs designed to reduce vehicle trips.

Infrastructure – Goal #7

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO PROMOTE A RAIL SYSTEM THAT OFFERS SAFE, EFFICIENT AND ECONOMICAL TRANSPORTATION FOR PEOPLE AND COMMODITIES.

Infrastructure – Policy #41

Rail Service – The County shall encourage an integrated system of regional and inter-regional rail service, and the rehabilitation of rail facilities, to support the County’s visitor-serving industry, and intra-county transportation needs.

Infrastructure – Policy #42

Rail Corridor Preservation – Rail corridors and facilities in the County shall be preserved for transportation purposes, including integrating the railroad system into the multi-modal transportation network.

Infrastructure – Policy #43

Impact Mitigation – Impacts caused by rail movements, including the impacts associated with exhaust, noise, vibration, and safety, shall be reduced and mitigated to the fullest extent possible.

Infrastructure – Policy #44

At-Grade Crossings – At-grade crossings shall be phased for elimination in the County pursuant to the TAMC Grade Crossing Program. These crossings may be reduced by closure, consolidation, realignment of tracks, providing of frontage roads, or construction of grade separations.

Infrastructure – Goal #8

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO MANAGE THE PARKING SUPPLY TO PROVIDE SUITABLE PARKING FOR ALL LAND USES.

Infrastructure

Infrastructure – Policy #45

Parking Design – The County shall encourage innovative parking designs that reduce the amount of impervious surface parking as well as negative visual and environmental impacts. Pedestrian walkways and access shall be incorporated in the design of all parking lots.

Infrastructure – Policy #46

Reduced Parking Requirements – Parking requirements shall be reduced for residential and commercial developments that provide improvements to transit, ridesharing, or pedestrian/bicycle facilities, or that participates in a Facilities Trip Reduction program where the traffic study demonstrates a reduced demand for parking. A traffic study may also recommend reduced parking for senior housing or other types of projects that can demonstrate a reduced demand for parking.

Infrastructure – Policy #47

Shared Parking — Shared parking facilities shall be utilized as an alternative to on-site parking in commercial/visitor areas, with the purpose of meeting parking demand with fewer parking spaces. Joint use agreements for shared parking shall also be encouraged for other uses where parking demand can be met with shared facilities.

Infrastructure – Goal #9

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO PROVIDE FOR THE NEEDS OF EXISTING AIRPORT FACILITIES WHILE MITIGATING ALL IMPACTS ASSOCIATED WITH AIRPORT OPERATION OR EXPANSION.

Infrastructure – Policy #48

Comprehensive Airport Land Use Plan – The County shall cooperate with the Airport Land Use Commission (ALUC) in the development of a Countywide Comprehensive Airport Land Use Plan (CALUP) consistent with the State Aeronautics Act. Also, the County shall cooperate in the development or update of individual Comprehensive Airport Land Use Plans (CLUPs) for public use airports in the County. All public use airports in Monterey County shall be encouraged to prepare and update a CLUP.

Infrastructure – Policy #49

Development in Airport Areas – Development within Airport Planning Area boundaries shall be consistent with Federal Code of Regulations, Title 14, Part 77 –

Infrastructure

Objects Affecting Navigable Airspace, and Part 150 – Airport Noise Compatibility Planning, and CLUPs adopted by the ALUC. The development of any project that has the potential to interfere with airport operations shall be prohibited, or conditioned to eliminate the interference, consistent with obstruction standards in the Federal Code of Regulations. New development within airport safety zones shall be consistent with the CLUPs adopted by the ALUC. New residential development shall be prohibited within Runway Protection Zones.

Infrastructure – Policy #50

Development Review – Prior to adoption of a Countywide CLUP, discretionary applications for development within designated Airport Planning areas shall be submitted to the ALUC for review and recommendation.

Infrastructure – Policy #51

Private Air Facilities – The development of privately owned airstrips, and private heliports, is prohibited.

Infrastructure – Goal #10

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO REQUIRE NEW DEVELOPMENT TO PROVIDE ADEQUATE INFRASTRUCTURE TO SERVE THE NEW DEVELOPMENT.

Infrastructure – Policy #52

Adequate Public Facilities and Infrastructure – The County shall not approve any new development unless:

- a. Essential public facilities and services to support that new development will meet or exceed the Level of Service Standards of Table I-1; and
- b. All essential facilities and services will be installed prior to or concurrent with such new development, and this requirement is made a condition of project approval.

Infrastructure – Policy #53

Infrastructure

Cost Sharing – All new developments shall be required to pay their fair share of the cost of all essential public facilities and services. This shall include costs associated with mitigating new development impacts on the capacity of existing facilities and services.

Infrastructure – Policy #54

Truck Impact Fees – The County shall require new development which results in short or long-term truck traffic to mitigate impacts to roads from construction-related or operational truck trips. This may be accomplished by the adoption and implementation of a Truck Trip Impact Fee Ordinance.

Infrastructure – Goal #11

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO ENSURE THAT A SUSTAINABLE WATER SUPPLY EXISTS TO SERVE ANY NEW DEVELOPMENT PERMITTED, AND TO MEET THE NEEDS OF THE UNINCORPORATED COUNTY.

Infrastructure – Policy #55

Sustainable Water Supply Required – No residential subdivision or any agricultural, industrial, or commercial development project shall be approved without a specific finding, supported by facts in the administrative record, that an adequate, long-term, and sustainable water supply is available to serve the project. A water supply shall not be considered an “adequate, long-term and sustainable water supply” if the water proposed to be supplied comes from a groundwater aquifer in which groundwater overdraft conditions exist.

Infrastructure – Policy #56

No Guarantee of Water Supply or Quality – Nothing in this General Plan constitutes a guarantee by the County that an adequate, long-term and sustainable water supply will continue to be available to meet the needs of residential or agricultural property use, or to meet domestic water quality standards.

Infrastructure – Policy #57

Prohibition of Hauled Water – No development project shall be approved that relies in whole or in part upon bulk hauled water supplies.

Infrastructure – Policy #58

Infrastructure

Comprehensive Integrated Water Plan – The County shall work collaboratively with water management agencies in preparing and updating a Comprehensive Integrated Water Plan that identifies what long-term and sustainable water supplies are currently available and what practicable new water supply options may exist.

Infrastructure – Policy #59

New Water Supply Projects – The County shall not participate in the development of, or approve, any new water supply project unless all of the following findings can be made:

- a. The new water supply project is needed to eliminate a current condition of water overdraft, or to comply with an Order of the State Water Resources Control Board, or to serve development that is planned for within the existing General Plan;
- b. The new water supply project will not result in any significant environmental impacts that cannot be mitigated to a less than significant level.
- c. The new water supply project will not provide for a water supply in excess of the water needed to serve development that is planned for within the existing General Plan.

Infrastructure – Policy #60

Environmental Assessment for Water Projects – Any proposed water supply project which would serve new development shall undergo full environmental review to analyze all impacts. All impacts shall be mitigated to a less than significant level.

Infrastructure – Policy #61

Private Domestic Well Construction – Construction of a private well shall require a permit from the County Director of Environmental Health and may also require a permit from the Monterey Peninsula Water Management District for wells located within that district. This permit requirement does not apply to wells used solely for non-domestic, agricultural purposes, or to the replacement of existing wells that were not subject to this requirement at the time they were initially constructed, if the replacement well will operate at the same level of production.

Infrastructure – Policy #62

Conservation Measures for New Development – As a condition of approval of new discretionary and ministerial development projects, all new development shall be required to install the most effective water conservation devices and implement the most effective conservation programs available.

Infrastructure

Infrastructure – Policy #63

Reclaimed Water – Where recycled or reclaimed water is available, all new golf courses, greenbelts, parks and large landscape projects shall use this water, as approved by the County Director of Environmental Health.

Infrastructure – Policy #64

Water Transfers – In connection with the approval of new development projects, or the development of existing or new water supplies, transfers of water from one parcel to another shall not be allowed.

Infrastructure – Policy #65

Overdrafted Areas – The County shall require reporting of annual well production in all areas identified as overdrafted.

Infrastructure – Goal #12

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO ENSURE THAT APPROPRIATE LEVELS OF WASTEWATER TREATMENT ARE PROVIDED TO SERVE NEW DEVELOPMENT, IN ORDER TO PROTECT THE PUBLIC HEALTH AND WELFARE AND TO PRESERVE NATURAL RESOURCES.

Infrastructure – Policy #66

Tertiary Treatment – The County shall coordinate with the Central Coast Regional Water Quality Control Board to ensure that all new wastewater collection and treatment systems provide tertiary or advanced tertiary treatment, as necessary for recycling. Water reclamation and recycling shall be implemented in a manner protective of public health and in accordance with requirements of the Monterey County Health Department.

Infrastructure – Policy #67

Gray Water Use – Use of graywater may be permitted by the County Director of Environmental Health in conformance with the Uniform Plumbing Code and discretionary approval by the appropriate body.

Infrastructure – Policy #68

Infrastructure

Wastewater Monitoring – The County shall establish a program to monitor public and private wastewater service providers to ensure that groundwater is not being adversely impacted by contaminants, and that water quality standards are met.

Infrastructure – Policy #69

Individual Sewage Disposal Systems – The County shall not permit construction of individual sewage disposal systems on slopes greater than 25% or in areas of moderate or relatively high landslide susceptibility.

Infrastructure – Policy #70

Rural Systems – To prevent environmental degradation, the County shall develop a program to ensure that commercial and industrial facilities adequately monitor, maintain, and operate individual onsite septic systems.

Infrastructure – Policy #71

Alternative Sewage Disposal Systems – Alternative individual sewage disposal systems on legal lots of record may be considered for replacement of conventional systems that have failed if the alternative sewage disposal system meets the requirements of the Regional Water Quality Control Board and the County Director of Environmental Health. Such systems may not be approved if they would support a greater intensity of development than would be supported by a traditional sewage disposal system.

Infrastructure – Goal #13

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO MAXIMIZE THE AMOUNT OF SOLID WASTE THAT IS DIVERTED FROM LOCAL LANDFILLS THROUGH RECYCLING, COMPOSTING AND SOURCE REDUCTION, AND TO ENSURE THE DISPOSAL OF SOLID WASTE IN A MANNER THAT PROTECTS THE ENVIRONMENT AND ENSURES THE CONTINUED HEALTH AND SAFETY OF COUNTY RESIDENTS.

Infrastructure – Policy #72

Integrated Waste Management Plan – The County shall continue to promote maximum use of solid waste source reduction, recycling, composting, and environmentally safe transformation of wastes, and shall implement the Integrated Waste Management Plan.

Infrastructure

Infrastructure – Policy #73

Operation of Existing Facilities – The County shall maintain efficient, cost effective solid waste disposal sites and shall include diversion programs as an integral requirement for future waste disposal contracts with the County.

Infrastructure – Policy #74

Location of New Solid Waste Management Facilities – All new solid waste management and disposal facilities, including solid waste landfills, shall be located in areas where potential environmental impacts can be fully mitigated, and where the facilities are compatible with the surrounding environment. Site selection shall be guided by the following criteria:

- a. Facilities shall not be sited on productive agricultural land.
- b. Facilities shall have access to a major existing road system with adequate capacity.
- c. Facilities shall not be located where they may impact rivers, reservoirs, wetlands, canals, lakes or other waterways.
- d. Facilities shall not be located within the conical surface of a public use airport, except where such facilities are enclosed.

All feasible means of source reduction and diversion shall be fully utilized before any existing solid waste disposal facility may be expanded, or before any new solid waste disposal facility may be constructed. No out of county waste shall be brought into Monterey County for disposal. Prior to the approval of any new solid waste landfill, the County shall prepare and consider a study that examines the feasibility of environmentally safe and superior alternatives to a landfill, as a means of disposing of solid waste.

Infrastructure – Policy #75

New Development – All new development, including the construction phase, shall incorporate best practices in diversion and recycling in conformance with the County’s Integrated Waste Management Plan, and State mandated programs.

Infrastructure – Policy #76

Oil Field Disposal – The County shall limit the number and capacity of oil field waste disposal sites to the minimum number and size needed to serve the industry within the region.

<h2>Infrastructure – Goal #14</h2>

Infrastructure

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO PROMOTE THE EFFICIENT DEVELOPMENT AND DISTRIBUTION OF PUBLIC UTILITIES TO PROVIDE FOR PLANNED GROWTH.

Infrastructure – Policy #77

Adequate Services – The County shall work with local utility companies to design and locate new gas, electric, telecommunications, and other utility systems, so as to provide for the most efficient utility distribution systems possible, consistent with environmental concerns.

Infrastructure – Policy #78

Utility Corridors – Regional utility correspondence corridors shall be located, operated and maintained in a manner that will not degrade environmental quality or impact scenic resources. Utilities shall be placed underground except where it is technically impossible to do so, and regional utility corridors passing through Monterey County shall, at a minimum, provide a benefit to County residents. Subdivision applications shall address the design of utility corridor rights-of-way. Areas for utility sites and access corridors shall be designated in Redevelopment Plans for Community Areas, and such Redevelopment Plans shall assure that the potential environmental impacts associated with the placement of utilities are fully mitigated.

Infrastructure – Policy #79

Lighting – Street lighting shall be designed to promote traffic safety, and to be unobtrusive and harmonious with the character of the local community. Such lighting must be constructed and located to illuminate only the intended areas, and to prevent off-site glare.

Infrastructure – Policy #80

Co-location of Cell Towers and Radio Facilities – Co-location of cell towers and radio facilities shall be required whenever feasible to reduce overall visual and other impacts.

Infrastructure – Goal #15

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO MAINTAIN EFFICIENT, COST-EFFECTIVE, AND ENVIRONMENTALLY SOUND STORM DRAINAGE AND FLOOD CONTROL FACILITIES THAT PROTECT BOTH LIFE AND PROPERTY, AND THAT DIVERT AND

Infrastructure

RETAIN STORM WATER RUNOFF FOR GROUNDWATER REPLENISHMENT.

Infrastructure – Policy #81

Drainage – The County shall require new development projects to provide both on and off-site improvements that will eliminate storm drainage problems, or that will reduce such storm drainage problems to the greatest degree possible. To the degree that it is not possible to eliminate storm drainage problems through on and off-site improvements, the County shall require on-site storm water detention facilities that will be sufficient to maintain post-development peak flows at predevelopment levels.

Infrastructure – Policy #82

Countywide Storm Drainage Plan – The County shall develop and implement a comprehensive Countywide Storm Water Drainage Plan, including priorities for solving existing storm drainage problems.

Infrastructure – Policy #82

Downstream Impacts – For any proposed development project within a Community Area that may impact downstream drainage, the applicant shall conduct a drainage impact assessment and submit an engineered drainage plan. The assessment and drainage plan must identify the project’s impacts relative to the Community Plan, and shall specify the measures and the design of any improvements needed to upgrade the storm drainage system for the project.

Infrastructure – Goal #16

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO ENSURE THAT AMBULANCE, SHERIFF, AND FIRE SERVICES ARE AVAILABLE FOR THE PROTECTION OF LIFE AND PROPERTY. PRIMARY SERVICE DELIVERY EMPHASIS SHALL BE DIRECTED TO SERVICE AREAS WITH THE HIGHEST CONCENTRATION OF URBAN DEVELOPMENT.

Infrastructure – Policy #83

Service Standards – The County shall not approve new development where the public safety service standards set forth in Table I-1 cannot be met.

Infrastructure – Policy #84

Maintain Adopted Levels of Services – The County shall require new development to meet the following service standards:

Infrastructure

Fire Suppression rating of:

- Insurance Service Organization (ISO) rating of 4 in Community Areas
- ISO 8 in Agricultural, Rural and Public lands

Ambulance/Emergency emergency response calls as follows:

- 8 minutes or less, 90% of the time in Community Areas
- 45 minutes or less, 90% of the time in Agricultural, Rural and Public lands

Infrastructure – Policy #85

Notification of Service Levels – To the extent permitted by law, the County shall require any person selling real property in an Agricultural or Rural area to provide a written notice to a prospective purchaser, informing the prospective purchaser of the present level of services available on the property, and of any expected reductions to or improvements of the present level of services available.

Infrastructure – Policy #86

Construction Requirements – New developments shall comply with public safety measures, including clearly visible sequential house numbering, non-duplicate street naming, appropriate safety lighting, and other measures that improve public safety.

Infrastructure – Goal #17

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO ENSURE THAT SCHOOLS, LIBRARIES AND CHILDCARE FACILITIES PROVIDE THE NECESSARY FOUNDATION FOR COUNTY RESIDENTS TO BE SUCCESSFUL.

Infrastructure – Policy #87

Joint Planning – The County shall coordinate with school districts and other public agencies to provide a full range of educational programs, and to enable the development of a trained workforce for County jobs and for the life long learning of County residents. The County will also work with school districts to provide quality educational facilities to accommodate projected student growth in the County.

Infrastructure – Policy #88

School Siting – New schools should be sited in cities and Community Areas, and the County will work with both cities and school districts to promote the development of school locations that meet this objective. Redevelopment Plans for Community Areas shall contain provisions for siting new schools.

Infrastructure

Infrastructure – Policy #89

Joint Use – The County shall seek joint use agreements for cooperative or community based activities in schools, including playfields, pools, community centers, senior centers, libraries, child care centers, clinics and the like. Provisions that encourage the multi-use of school facilities after school hours shall be a part of these agreements.

Infrastructure – Policy #90

Child Care and Youth Programs – The County shall support the development of a range of child care programs, including home-based care, and shall support the establishment of programs to meet the needs of children, youth and young adults.

Infrastructure – Policy #91

Job Training and Education – The County shall coordinate with the Private Industry Council, the Overall Economic Development Commission, the California Economic Development Department, local school districts, and other agencies to establish a program or programs to link employers with education and training facilities, and to match qualified employees with jobs. Such programs should create educational and career advancement opportunities and new entry-level jobs that provide a livable wage and provide families with an opportunity to become self-sufficient.

Infrastructure – Policy #92

Libraries – The County shall give priority for developing new libraries in Community Areas where no library exists.

Infrastructure – Policy #93

School Sites – To the extent permitted by state law, new development shall assist in land acquisition and financial support needed to construct and remodel school sites, as well as child care and library facilities. Prior to the issuance of a building permit, the County shall require a written statement confirming payment in full of all applicable developer fees, and other requirements lawfully imposed by the school districts.

Infrastructure – Goal #18

IT SHALL BE THE GOAL OF MONTEREY COUNTY TO ENSURE THAT HIGH QUALITY, COST-EFFECTIVE AND CONVENIENT HEALTH CARE IS AVAILABLE FOR ALL MONTEREY COUNTY RESIDENTS.

Infrastructure

Infrastructure – Policy #94

Full Range of Services – The County shall work with the local and regional health care community of providers to promote programs that provide a full range of health care services to Monterey County residents, including preventive care, primary care, hospitals and long-term health care services.

Infrastructure – Policy #95

Access to Health Care Services – The County shall promote access to health care services, and will support the location of needed health care facilities in cities and Community Areas. Where transportation to health care facilities is inadequate, the County will work with TAMC to provide transportation services between health care facilities and population centers.

Infrastructure – Policy #96

Inspections – The County shall require compliance with state standards specifying the extent and frequency of health inspections of food serving facilities, water systems, public housing institutions, labor camps, swimming pools and recreational facilities.

Infrastructure – Policy #97

Community Facilities – Redevelopment Plans for Community Plan Areas shall include provisions for the health and social service needs of residents, including community crisis facilities, emergency domestic abuse shelters, adult day care and senior citizen multi-use centers.

Infrastructure

Table I-1 - Infrastructure Standards for New Development

Major Land Use Classifications	Maximum Emergency Response Time for Fire, Sheriff, and Ambulance	Road Intersection Level of Service, Improvements	Water	Sanitation	Solid Waste	Park Schools	Stormwater and Drainage
Rural Standards							
Public Lands	15 minutes	LOS C	Individual Wells Permitted in Areas with Proven Long Term Water Supply	Septic on Lots > 1 or 2.5 acres	Property Owner Responsible	N/A	No Net Increase in Runoff
Agricultural Lands	15 minutes	LOS C	Individual Wells Permitted in Areas with Proven Long Term Water Supply	Septic on Lots > 1 or 2.5 acres	Property Owner Responsible	Consult with local district	No Net Increase in Runoff
Rural Lands	15 minutes	LOS C	Individual Wells Permitted in Areas with Proven Long Term Water Supply	Septic on Lots > 1 or 2.5 acres	Property Owner Responsible	Consult with local district	No Net Increase in Runoff
Urban Standards (Full array of public facilities, including schools, libraries, parks, childcare, emergency service stations, community centers, transit, storm drainage, curbs, and sidewalks)							
Community Areas	5-8 minutes Structural Coverage	LOS D, curb, gutters, sidewalks	Public System	Public System	On-site Pick Up Recycling	Neighbor-hood Parks/ Consult with local district	Drainage Plan Required

Notes for Table I- 1 are on following page.

Infrastructure

Table I-1 Notes:

1. For purposes of this Table, development does not include:
 - a. The remodel/expansion of an existing residence;
 - b. The remodel/expansion of an existing non-residential use as long as the expansion is no more than fifty percent of the existing floor area;
or
 - c. Construction of the first single-family home, on-site employee housing, caretaker unit, or small-scale neighborhood-serving commercial use on an existing legal lot of record.
2. All new development, including construction of homes on existing lots of record, shall be required to connect with any existing small private water system in the area. New well construction is prohibited for domestic use in areas served by existing public water systems, including their spheres of influence.
3. Construction of new on-site septic systems is not permitted in areas served by regional or subregional wastewater collection and treatment systems.