

GENERAL PLAN UPDATE
for the
CITY OF DEL REY OAKS

January 1997

Prepared for:

City of Del Rey Oaks
650 Canyon Del Rey Road
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I. INTRODUCTION

The City of Del Rey Oaks

Del Rey Oaks is a small City located on the Monterey Peninsula approximately 100 miles south of San Francisco and 300 miles north of Los Angeles. Separated from the dunes and sandy beaches of Monterey Bay by Roberts Lake and Laguna Grande, the City lies nestled in Canyon Del Rey and enjoys a wooded setting and moderate climate. The City is one of six cities on the Monterey Peninsula, generally bounded by the City of Seaside on the north, the Monterey Peninsula Airport on the west, the City of Monterey on the southeast and the former Fort Ord Military Reservation on the east. State Highway 218, forms the central spine of the City and intersects State Highway 1 to the northwest and State Highway 68 to the southeast. Refer to Figure 1 for the project vicinity.

At the time of incorporation in August 1953, the City of Del Rey Oaks consisted of 157 acres with a total population of 1,509. The City grew in land area in the 1950's through annexation of adjacent undeveloped lands and through gifts of park land donated by T.A. Work.

Del Rey Oaks in 1996 is the fifth largest City on the Monterey Peninsula with a total land area of 295 acres, or 0.45 square miles, and an estimated total population of 1,692. Approximately 321 jobs are provided by the City's commercial and institutional land uses (Source: Bureau of Census, 1990), but the City remains predominately a "bedroom community" with 123 acres devoted to residential uses.

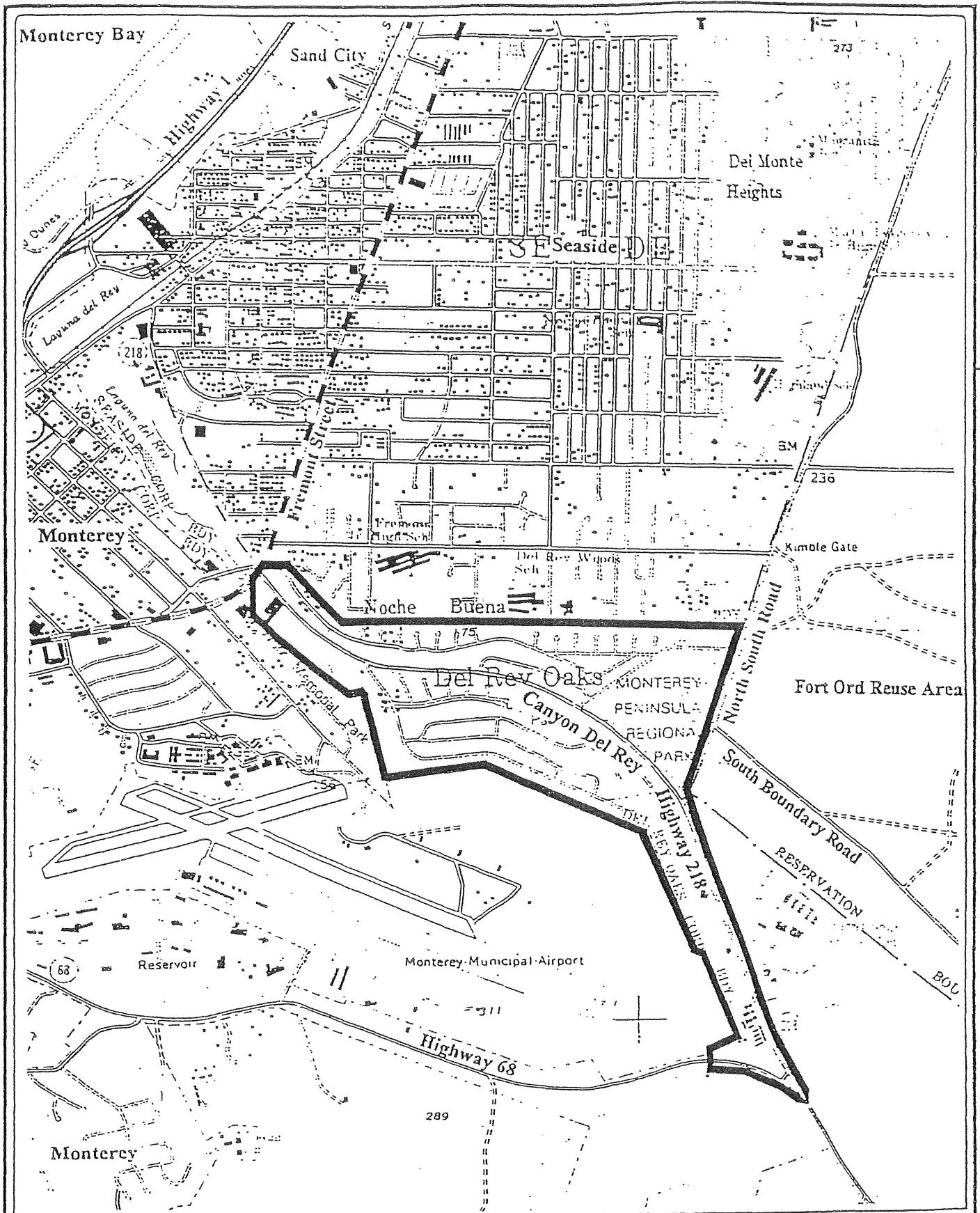
Scope and Purpose of the General Plan

The General Plan must be a comprehensive, long-term document. Public participation played a key role in the preparation of the General Plan. Three workshops were held during 1995 and 1996 with the Planning Commission, City Council and the public to discuss goals, policies and programs of the General Plan Update.

The Del Rey Oaks General Plan provides a framework for the orderly growth and development of the City for the next twenty or more years from our vantage of today. The General Plan, however, will certainly be amended from time to time to keep pace with the changing needs of the community.

A General Plan is required by state law and serves as a community's blueprint for the use and development of land within its planning area. To provide a consistent framework within which to address these issues, state law requires that the general plan contain seven interrelated sections, or elements.





REGIONAL SETTING

Figure
1



Land Use. The Land Use Element describes the various uses to which land within the City may be committed, and designates areas where these uses may take place. In this sense, the Land Use Element is the most basic of the seven required elements. The Land Use Element must be closely coordinated with the other elements to result in a coordinated, orderly, and logical development pattern.

Housing. The Housing Element describes how safe, affordable housing will be provided to all present and future City residents anticipated through the time frame of the General Plan. The Housing Element also provides incentives for the production and rehabilitation of affordable housing within the City. The Housing Element was last updated in 1993 and will be incorporated into the General Plan Update.

Circulation (transportation). The Circulation Element describes how the transportation needs of the City will be met during the time frame of the General Plan. The Circulation Element identifies where new roadways will be constructed to support the land uses contained in the Land Use Element, and also contains provisions for the use of alternate modes of transportation, including bicycle and pedestrian circulation plans.

Conservation and Open Space. The Conservation and Open Space Elements are often combined as one General Plan element. These elements describe the diverse natural and human-made resources in and around Del Rey Oaks, and how these resources will be preserved and protected during the time frame of the General Plan.

Safety. The Safety Element describes the natural and human-made hazards in and around Del Rey Oaks, and how the effect of these hazards on people and structures can be minimized. The Safety Element was not updated as part of this General Plan Update. The existing 1975 Safety Element is incorporated into the General Plan as is.

Noise. The Noise Element contains policies and programs to protect residents from exposure to excessive noise.

Each element of the General Plan contains goals, policies and programs. Goals are a desirable future condition or state toward which the community will work to achieve. Policies are statements of the community's position regarding a particular issue. A Program is an action or series of actions that the City will undertake to implement the policies contained in the General Plan. The goals, policies and programs contained in the General Plan provide guidance to decision makers and the public when questions arise about the appropriate use of individual parcels of land and other natural or man-made resources.

Organization of the General Plan

The Del Rey Oaks General Plan comprises six chapters:

Chapter I - Introduction. The introduction to the General Plan describes the scope and purpose of the Plan, and the process by which it was prepared. Public participation played a key role in the preparation of the General Plan. The introduction also discusses prior planning efforts in the Del Rey Oaks area, as well as the relationship between the Del Rey Oaks General Plan and other relevant plans and regulations.

Chapter II - Summary of General Plan Goals, Policies and Programs. This chapter provides a summary of all of the goals, policies and programs that will guide land use decisions within the City during the time frame of the General Plan.

Chapter III - Community Development. This chapter consists of the Land Use, Housing, Circulation, Public Services, and Parks and Recreation Elements.

Chapter IV - Natural Resources. The Conservation and Open Space Elements have been combined in this chapter.

Chapter V - Hazards - This chapter contains the Noise and Safety Elements.

Chapter VI - Implementation. The Implementation chapter details the steps necessary to implement the goals, policies and programs of the General Plan. A schedule is established through which these various steps should be implemented.

II. General Plan Goals, Policies and Programs

This section of the General Plan combines all of the Plan's *goals*, *policies* and *programs* together in one place, recognizing that certain land use issues may be governed by more than one General Plan element.

The goals, policies and programs contained in the General Plan provide guidance to decision makers and the public when questions arise about the appropriate use of individual parcels of land and other resources. Quantified objectives are measurable milestones that can be used to judge the effectiveness of the implementation of the Plan.

Goals represent a desirable future condition or state toward which the community will work to achieve. For example, one of the goals of the General Plan is to create and maintain pleasant City entrances and scenic views from Canyon Del Rey Road.

The *policies* of the General Plan state the community's position regarding land use, development and environmental quality issues, and are used to guide future actions. The General Plan contains policy statements covering a wide range of issues such as land use, transportation and circulation, noise and the conservation of natural resources, among others.

A *program* is an action or series of actions that the City will undertake to implement the policies of the General Plan. Programs of the General Plan specify who is responsible for carrying out the action (usually an agency or City department), as well as the time frame for when it should be accomplished, and a source of funding.

Land Use Element Goals, Policies and Programs

Goals

1. Enhance the beauty, health and safety and quality of life for residents of the City of Del Rey Oaks.
2. Strive to create a "village" atmosphere within the City.
3. Create and maintain pleasant City entrances and scenic views from Canyon Del Rey Road.
4. Expand/attract revenue generating commercial/retail businesses to the visitor serving and commercially zoned parcels in the City.
5. Update existing design guidelines for the development of commercially zoned areas.

6. Annex the properties on Fort Ord to provide additional sites for economic development with potential revenue generating land uses.
7. Develop commercial/retail uses at the Highway 68/218 entrance to the City compatible with the Stonehouse Historic Building.
8. Plan intensification of existing development and expansion of City limits to include areas identified in the Fort Ord Reuse Plan.
9. Plan for additional visitor-serving facilities in suitable locations in proximity to Highway 218.
10. Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks.
11. Work with other cities and agencies on matters which transcend corporate boundaries.
12. Conserve and improve the living environment of existing Del Rey Oaks neighborhoods.
13. Ensure that future development is consistent with the General Plan through the City's zoning ordinance and the environmental review process.
14. Establish design guidelines for the development of residentially zoned areas.
15. Encourage citizen participation in City Government.

Policies

- L-1 The City of Del Rey Oaks shall work with adjoining cities, special districts, County, Fort Ord Reuse Authority and regional agencies on matters of zoning, land use planning, transportation planning and watershed management to assure that all development projects and actions are consistent with the goals and policies contained in the City's General Plan, and that such projects and actions shall minimize adverse community and environmental impacts.
- L-2 The City shall work with the Local Agency Formation Commission (LAFCO) to define the City's Sphere of Influence and prepare a plan for providing services for the Fort Ord reuse area to facilitate annexation.
- L-3 The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the airport's proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.

- L-4 The City shall work with the Airport District to ensure that the Airport District will not compete with the City's market for future development of light industry, research, visitor serving and office uses.
- L-5 The airport shall not expand its present aviation operation. If expansion is necessary to accommodate projected passenger demand, it should be moved away from populated areas prior to further improvement and capital investments.*
- L-6 New commercial uses shall be compatible with the character of the community and not generate impacts that would create a significant adverse effect on existing uses.
- L-7 Undergrounding of utilities and other forms of enhancement shall be pursued as practicable on public and private property.*
- L-8 New development along Canyon Del Rey should be reviewed from the standpoint of the "view from the road," in addition to normal site plan review criteria. Buildings should be modulated for interest and softened by trees and landscaping.*
- L-9 Native vegetation along Canyon Del Rey should be preserved and entrances to the City enhanced by landscaping.*
- L-10 New commercial uses shall consider its' affects on glare, bright lights, or electrical interference that would affect airport operations.*
- L-11 Commercially zoned areas shall include standards for: visual appearance, landscaping, screening of storage and trash, building bulk, height, exterior treatment, and relationship to Canyon Del Rey Road and Highway 68.*
- L-12 New and/or remodeled and expanded residential structures shall be visually attractive and compatible with the existing residential neighborhoods and their appearance.*
- L-13 Efforts shall be made to control long-term parking of vehicles on streets, and boats, trailers and recreation vehicles on property where they detract from the orderly appearance of the neighborhood.*
- L-14 The City should continue to support the Association of Monterey Bay Area Governments in its efforts to disseminate information and to develop technical assistance programs.*
- L-15 The City shall facilitate community input and feedback in various methods including the City's ACORN publication.*
- L-16 The City should encourage volunteer participation for their citizens.*

* Existing policy under the March 1988
Del Rey Oaks General Plan

Programs

1. The City shall identify additional revenue streams that will support City operations.

Responsible Agency/Department: Administration
 Time frame: 1998
 Funding: General Fund
 Monitoring: Administration

2. The Planning Commission shall review the General Plan annually and report to the City Council on actions undertaken to carry out the implementation programs of the Plan. The Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code Section 21081.6 (CEQA) that requires a mitigation monitoring program.

Responsible Agency: Administration, Police
 Time frame: Ongoing
 Funding: General Fund
 Monitoring: Administration

3. The City shall conduct an annual review of urban development and capital improvements to ensure that long-term land use objectives are being achieved.

Responsible Agency/Department: Administration
 Time frame: Annual Basis
 Funding: General Fund
 Monitoring: Administration

4. The City will review all proposed airport expansion plans to ensure that the District plans are consistent with the Del Rey Oaks General Plans and do not create significant adverse impacts to the Del Rey Oaks community.

Responsible Agency/Department: Administration
 Time frame: Continuous
 Funding: General Fund
 Monitoring: Administration

5. The City Council shall meet with the Airport District to discuss land use compatibility issues as necessary.

Responsible Agency/Department: City Council
 Time frame: Continuous

* Existing policy under the March 1988
 Del Rey Oaks General Plan

Funding: N/A
Monitoring: Administration

- 6. As a condition of approval of applications for Conditional Uses, require perpetual landscape maintenance.

Responsible Agency/Department: Administration
Time frame: Conditions for applications
Funding: Applicant
Monitoring: Administration

- 7. The City shall withhold occupancy permits until all landscaping is installed in accordance with approved landscaping plans and specifications.

Responsible Agency/Department: Administration
Time frame: Prior to issuance of occupancy permits
Funding: Applicant
Monitoring: Administration

- 8. The City shall develop design standards and guidelines for commercially zoned areas which include standards for: visual appearance, signage, landscaping, screening of storage and trash, building bulk, height, exterior treatment of relationship to Canyon Del Rey Road and Highway 68.

Responsible Agency/Department: Administration
Time frame: 2000
Funding: General Fund
Monitoring: Administration

- 9. The City shall develop design standards and guidelines to ensure that new and/or remodeled and expanded residential structures shall be visually attractive and compatible with the existing residential neighborhoods and their appearance.

Responsible Agency/Department: Administration
Time frame: 2000
Funding: General Fund
Monitoring: Administration

- 10. The City Police Department shall enforce existing City ordinances regarding long-term parking of vehicles on streets, and boats, trailers and recreation vehicles on property where they detract from the orderly appearance of the neighborhood.

* Existing policy under the March 1988 Del Rey Oaks General Plan

Responsible Agency/Department: Police Department
 Time frame: Continuous
 Funding: General Fund
 Monitoring: City Council

10a. The City shall update the Seismic Safety Element of the General Plan to incorporate the most recent geological information provided by the State Department of Conservation Division of Mines and Geology.

Responsible Agency/Department: Administration
 Time frame: 2000
 Funding: General Fund
 Monitoring: Administration

Circulation Goals, Policies, and Programs

Goals

1. Provide for safe, convenient, energy-conserving, comfortable and healthful transportation for all people and goods by the most efficient and appropriate transportation modes that meet present and future travel needs of the City's residents.
2. Provide or promote travel by means other than the single-occupant automobile.
3. Prevent the significant adverse impact of through traffic on Highway 218 as well as on roads and streets.
4. Improve and maintain a transportation network of streets, transit, and pedestrian paths and bikeways.
5. Coordinate the economic development needs of the City with proposed circulation improvements on Highway 68 and Canyon Del Rey to ensure that the City benefits from the proposed changes.

Policies

Motor Vehicle Circulation and Parking

- C-1. Level of Service (LOS) shall be as defined by the most recent planning method in the Highway Capacity Manual (HCM) for intersections during the weekday afternoon peak hour.

C-2. All intersections on Highway 218 within the City are part of the adopted Monterey County Congestion Management Program (CMP) network. Proposed new land uses shall require mitigation measures to assure that the CMP LOS standards are met for those intersections. These measures may include, but not be limited to a fair share of the City's costs to fund the recommended regional transportation projects. The CMP LOS standards are as follows:

Intersection	CMP Standard
1. Highway 218 @ Highway 68	LOS E
2. Highway 218 @ N. Fremont	LOS D

C-3. Proposed new land uses shall require mitigation measures to assure that the LOS will not degrade below LOS "C" or the current (1995) LOS -- whichever is lower for all other intersections within the City.

C-4. To minimize the adverse impact of through-traffic traversing the City, widening or other actions which increase such traffic on Highway 218 west of North-South Road or City streets will be discouraged or not permitted by the City. Conversely, actions which reduce or divert such traffic will be favored or implemented by the City.

C-5. Super trucks shall not be allowed off State highways within City limits.

C-6. For proposed new land uses, new off-street parking shall be required, adequate for the motor vehicle parking demand generated by such proposed use(s). Joint use parking is encouraged.

C-7. The City does not support any realignment of Highway 68 which will significantly impact the intersection of Canyon Del Rey and Highway 68 and result in land use and fiscal impacts on the City due to the loss of commercial property at the east entrance to the community.

C-8. Minimize the potential negative impact of the reopening of North-South Road.

Vehicle Trip Reduction

C-9. The City supports the Monterey County Congestion Management Program and voluntary Trip Reduction Ordinance adopted by the Transportation Agency for Monterey County.

C-10. To reduce the need for motor vehicle trips, mixed, complementary land uses will be promoted where feasible.

C-10a The City will coordinate and assist with TAMC and AMBAG in providing funding for an efficient regional transportation network.

* Existing policy under the March 1988 Del Rey Oaks General Plan

- C-10b Support and participate in regional and state planning efforts and funding programs to provide an efficient regional transportation network.
- C-10c Land use and circulation plans shall be integrated to create an environment that supports a multi-modal transportation system. Development shall be directed to areas with a confluence of transportation facilities (auto, buses, bicycles, pedestrian, etc.).

Bicycle & Pedestrian Circulation and Facilities

- C-11. In order to provide or promote a safe, interconnected network of bicycle and pedestrian routes linking homes with places of work, school, recreation, shopping, transit centers and other activity centers both within the City and nearby, four Class II City Bike Routes are hereby designated and adopted:
- Highway 218 within City limits;
 - North/South Road from City limit to Highway 218 (requested Fort Ord annexation area)
 - Carlton Drive from Highway 218 to the City limit.
 - South Boundary Road (requested Fort Ord annexation area)
- C-12. Any improvement, repavement or signalization on the three designated City Bike Routes permitted by the City shall include Type II bike lanes on both sides of the affected segment of those routes.
- C-13. New non-residential land uses which generate significant adverse traffic impacts shall dedicate an easement or make a monetary contribution, if appropriate, toward the completion of adopted Bicycle Routes.
- C-14. For all proposed new land uses in the City, provision for bicycle circulation, sidewalks and pedestrian-friendly design will be required.

Transit Services

- C-15. Land use and circulation plans shall be integrated to create an environment that supports a multimodal transportation system. Development shall be directed to areas with a confluence of transportation facilities (auto, bus, bicycle, pedestrian, etc.).
- C-16. The City will seek to continue and expand the provision of MST or other transit services to existing and new users.

Airport Plan

C-17. The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks.

Programs

11. The City will prepare and adopt a Capital Improvement Program (CIP) implementing the Circulation Element of this plan.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing, annual
Funding:	Federal, State and local revenues
Monitoring:	Administration

12. The City may implement applicable regulations of the voluntary Monterey County Trip Reduction Ordinance.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Federal, State and local revenues
Monitoring:	Administration

13. The City will implement applicable regulations of the Monterey County CMP.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Federal, State and local revenues
Monitoring:	Administration

14. The City shall develop a program that requires new non-residential land uses which generate significant adverse traffic impacts to dedicate an easement or make a monetary contribution, if appropriate, toward the completion of adopted Bicycle Routes.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Project applicants
Monitoring:	Administration

15. Traffic volumes and operations at the following twelve intersections will be monitored as needed to evaluate whether installation of signals, or addition of turn lanes, turn prohibitions or coordination or retiming of signals is warranted:

Location	Jurisdiction
1. Hwy 218 @ Fremont St.	Caltrans & Cities of Seaside and Del Rey Oaks
2. Hwy 218 @ Portola Dr.	Caltrans & Cities of Seaside and Del Rey Oaks
3. Hwy 218 @ Canyon St.	Caltrans & City of Del Rey Oaks
4. Hwy 218 @ Rosita Rd.	Caltrans & City of Del Rey Oaks
5. Hwy 218 @ Work Ave.	Caltrans & City of Del Rey Oaks
6. Hwy 218 @ Carlton Dr.	Caltrans & City of Del Rey Oaks
7. Hwy 218 @ Via Verde	Caltrans & City of Del Rey Oaks
8. Hwy 218 @ North/South Rd.	Caltrans & City of Del Rey Oaks (when conveyed)
9. Hwy 218 @ Del Rey Gardens N.	Caltrans & City of Del Rey Oaks
10. Hwy 218 @ Del Rey Gardens S.	Caltrans & City of Del Rey Oaks
11. Hwy 218 @ Highway 68	Caltrans & City of Del Rey Oaks
12. North/South @ South Boundary	City of Del Rey Oaks

Responsible Agency: As above, in consultation with TAMC
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

16. After reopening of North/South Road, the City will evaluate through traffic and consider traffic measures, on portions of North/South Road, South Boundary Road within the City limits, and Carlton Drive, as appropriate.

Responsible Agency: City of Del Rey Oaks, in coordination with City of Seaside and the County of Monterey
 Time frame: After reopening of North/ South Road
 Funding: Federal, State and local revenues
 Monitoring: Administration

17. The City will seek funding for, promote and/or implement the planned Class II Bike Routes on Highway 218 and Carlton Drive, and on North/South Road and South Boundary Road upon conveyance. Bike improvements are a Transportation Control Measures (TCMs) adopted in State and Federal Air Quality Plans for the region, so funding for these improvements is a priority under the Congestion Management and Air Quality (CMAQ) grant program as well as the AB 2766 grant program administered by the Monterey Bay Unified Air Pollution Control District.

Responsible Agency: City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

* Existing policy under the March 1988 Del Rey Oaks General Plan

17a. Provide a funding mechanism to pay for its fair share of impact on the regional transportation system.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Federal, State and local revenues
Monitoring:	Administration

17b. In an effort to promote multimodal transportation, the City shall consider transit supportive density and zoning for proposed new land uses within 1,320 feet (1/4 mile) of existing transit routes or designated transit corridors. Appropriate transit access and circulation shall be required where feasible for all such land uses.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Federal, State and local revenues
Monitoring:	Administration

Public Services Goals, Policies and Programs

Goals

1. Maintain or increase the current availability of public services and facilities consistent with projected usage levels.
2. Provide public services to available sites located within the City and in areas to be annexed into the City.
3. Assure new development can be served by adequate public services and facilities.
4. Maintain public protection service levels consistent with City standards.
5. Provide water and maintain a water management policy that will provide a sufficient quantity of appropriate quality water to meet the needs of the existing and planned community.
6. The City shall continue to work with the appropriate sanitation company to operate an efficient waste management program that protects the health of area residents and encourages recycling of materials.

* Existing policy under the March 1988 Del Rey Oaks General Plan

Policies

- S-1 New development shall be required to "pay its own way" and not overly burden existing City residences and services consistent with applicable laws.
- S-2 The City shall encourage the appropriate agency to look into replacing deteriorated sewer and water lines.
- S-3 All new development shall connect to a municipal water and sewer system.*
- S-4 Gravity flow for sewer and water service shall be employed wherever feasible and appropriate.*
- S-5 The City should work closely with the Seaside Sanitation District and the County Health Department in encouraging all homes to be connected to the sanitary sewer system.*
- S-6 Engineered drainage plans shall be required for all development projects.
- S-6a The direct discharge of storm water or other drainage from new impervious surfaces created by development of the office park (OP) parcel into the ephemeral drainage in the natural area expansion (NAE) parcel will be prohibited. No increase in the rate of flow of storm water runoff beyond pre-development levels will be allowed. Storm water runoff from developed areas in excess of pre-development quantities shall be managed on site through the use of basins, percolation wells, pits, infiltration galleries, or any other technical or engineering methods which are appropriate to accomplish these requirements. Indirect sub-surface discharge is acceptable. These storm water management requirements will be utilized for development on polygon 31b.
- S-7 The City shall identify public infrastructure needs to schedule improvements necessary for achieving long term land use and community development objectives.*
- S-8 The City shall develop a water allocation program identifying priority water connections.*
- S-9 The City shall encourage waste minimization and source reduction of all wastes.

Programs

- 18. The City will rely upon inter-jurisdictional mutual aid agreements with the City of Monterey and the operations and manpower organization schedules specified in the City of Monterey and Monterey County Emergency Plan in responding to emergencies.

Responsible Agency/Department: Administration
 Time frame: Continuous

* Existing policy under the March 1988
 Del Rey Oaks General Plan

Funding: General Fund
 Monitoring: Administration

- 19. The City shall continue to enhance police protection service standards to help ensure that adequate service levels are maintained.

Responsible Agency/Department: Administration, Police Department
 Time frame: Continuous
 Funding: General Fund
 Monitoring: Administration

- 20. The City shall require that new development fund fiscal impact analyses to provide the basis of information to ensure new development will not overly burden existing City residences and services.

Responsible Agency/Department: Administration
 Time frame: Prior to issuance of Grading Permit
 Funding: Project Applicant
 Monitoring: Administration

- 21. The City shall establish a system for prioritizing the allocation of water connections.

Responsible Agency/Department: Administration
 Time frame: 1997
 Funding: General Fund
 Monitoring: Administration

- 22. Maintain the Arroyo Del Rey Creek drainage system to retain peak runoff flows and reduce the potential for downstream flooding at Fremont and Del Monte Avenue.

Responsible Agency/Department: Administration
 Time frame: Continuous
 Funding: General Fund
 Monitoring: Administration

- 23. The City shall continue to work with the appropriate sanitation company to pursue compliance with the State-mandated waste to landfill reduction requirements of 50 percent by the year 2000.

Responsible Agency/Department: Administration
 Time frame: 2000
 Funding: General Fund
 Monitoring: Administration

Parks and Recreation Goals, Policies and Programs

Goal

1. Enhance the quality of life by providing recreational services, programs, and facilities that reflect the leisure needs and desires of the community.
2. Provide a full range of park and recreation facilities including active recreation areas, passive natural open spaces, and a bicycle/pedestrian trail system.

Policies

- PS-1 A Park Master Plan should be developed to address the maintenance and upgrade to the City's parks.
- PS-2 New development should provide landscaping, natural areas of open space, recreation areas or amenities wherever appropriate.

Programs

24. Develop a Park Master Plan for the City which will address park landscaping, play equipment, maintenance and upgrades, and the provisions of parking consistent with park capacities.

Responsible Agency/Department: Administration
 Time frame: 1998
 Funding: General Fund
 Monitoring: Administration

25. The City shall work with Monterey Peninsula Regional Parks District concerning all issues pertaining to the Frog Pond maintenance, water quality, burning and introduction of new species.

Responsible Agency/Department: Administration/MPRPD
 Time frame: Continuous
 Funding: MPRPD
 Monitoring: Administration

26. The City shall identify and pursue sources of funds to improve and maintain the parks and pedestrian/bike paths in the City.

* Existing policy under the March 1988
 Del Rey Oaks General Plan

Responsible Agency/Department: Administration
 Time frame: Continuous
 Funding: Apply for Federal/State Grant Money
 Monitoring: Administration

Open Space/Conservation Goals, Policies and Programs

Goals

1. Protect the City's natural, cultural, visual and historical resources.
2. Preserve and protect the water quality, runoff, flow, and other resources of the Canyon Del Rey Drainageway.
3. Provide open space that meet the needs of the City.
4. Protect the existing natural resources (the creeks and other areas identified as environmentally sensitive habitat).
5. Discourage development of areas that should be permanently protected for future generations because of their importance in maintaining vegetation and wildlife, and protecting public health and safety.
6. Recognize that water resources on the Monterey Peninsula are limited and that conservation of water will be encouraged.

Policies

- C/OS-1 The City will encourage protection of scenic resources by:
- a. Locate structures away from ridgelines, steep slopes, or in other highly visible locations unless site review and design makes it desirable;
 - b. Utilize natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes;*
- C/OS-2 The City should actively communicate and coordinate with surrounding jurisdictions and water agencies in preventing erosion, pollution and siltation of the Canyon Del Rey drainage system.*
- C/OS-3 Wildlife habitat and wildlife corridors shall be preserved.*

* Existing policy under the March 1988
 Del Rey Oaks General Plan

- C/OS-4 Significant stands of riparian vegetation shall be subject to only minimal cutting and removal, and then only when proven unavoidable.*
- C/OS-5 The existing system of green belts and open spaces should be preserved and maintained.
- ~~C/OS-5a~~ Encourage the conservation and preservation of irreplaceable natural resources and open space at former Fort Ord.
- ~~C/OS-5b~~ The City shall use open space as a buffer between various types of land use.
- ~~C/OS-5c~~ The City shall review each development project in the former Fort Ord annexation area with regard to the need for open space buffers between land uses.
- ~~C/OS-5d~~ The City shall review each future development project for compatibility with adjacent open space land uses and require that suitable open space buffers are incorporated into the development plan of incompatible land uses as a condition of project approval.
- ~~C/OS-5e~~ The City shall ensure that all habitat conservation and corridor areas identified in the Fort Ord Habitat Management Plan (HMP) are protected from degradation due to development within or adjacent to these areas. This shall be accomplished by assuring that all new development in the Fort Ord Reuse Area adheres to the management requirements of the HMP and the policies of the Fort Ord Reuse Area Plan.
- ~~C/OS-5f~~ The City shall encourage the preservation of small pockets of habitat and populations of special status species within and around developed areas, in accordance with the recommendations of the HMP and Fort Ord Reuse Area Plan. This shall be accomplished by requiring project applicants to conduct surveys to verify sensitive species and/or habitats on the site and developing a plan for avoiding or salvaging these resources, where feasible.
- ~~C/OS-5g~~ The City shall provide for the protection and mitigation of impacts of wetland areas consistent with applicable state and Federal regulations.
- C/OS-6 The City will encourage the Monterey Regional Parks District to ensure water quality of the Frog Pond, develop and maintain areas of open viewsheds of the Frog Pond along Canyon Del Rey and North/South Road.
- C/OS-7 Maintain the green belt along the Canyon Del Rey drainageway.*
- C/OS-8 Surface water quality shall be maintained, and areas of ground water recharge kept free of contamination.*

* Existing policy under the March 1988
Del Rey Oaks General Plan

- C/OS-9 The City should continue to communicate and coordinate with surrounding jurisdictions in preventing channel erosion and siltation in Del Rey Oaks due to increased water runoff from urban development in upland areas.*
- C/OS-10 All lands within 50 feet of an active or potentially active fault, lands of 25% slope and above, unstable soil areas and areas subject to periodic flooding should generally be kept free of development until further detailed geotechnical studies prove these lands safe to the City's satisfaction.*

Water Conservation

- C/OS-11 The City shall work with the appropriate Water Management District to encourage water conservation, retrofitting, education, reclamation and reuse.*
- C/OS-12 Water usage and conservation of water will be considered as part of all land use decisions.*

Air Quality

- C/OS-13 The City will encourage the improvement of air quality in Del Rey Oaks and in the region by implementing the measures described in the Monterey Bay Air Quality Management Plan. Such measures include, but are not limited to, measures to reduce dependence on the automobile and encourage the use of alternate modes of transportation such as buses, bicycling and walking.*

Archaeological and Cultural Resources

- C/OS-14 The City will study the opportunities for the preservation of the stonehouse building located adjacent to Highway 218 and Highway 68.
- C/OS-15 If development of a site uncovers cultural resources, the recommendations of Appendix K, of the Guidelines for Implementation of the California Environmental Quality Act shall be followed for identification, documentation and preservation of the resource.*
- C/OS-16 The City shall document and record data or information relevant to prehistoric and historic cultural resources which may be impacted by proposed development. The accumulation of such data shall act as a tool to assist decision-makers in determinations of the potential development effects to prehistoric and historic resources located within the City.*

* Existing policy under the March 1988
Del Rey Oaks General Plan

Programs

- 27. The City will study the possibility of nominating the Stonehouse building for historic preservation programs.

Responsible Agency/Department: Administration
 Time frame: 1998
 Funding: Federal/State Grant
 Monitoring: Administration

- 28. The City and MBUAPCD shall utilize the CEQA process to identify and reduce the potentially significant adverse air quality impacts of new development.*

Responsible Agency/Department: Administration/MBUAPCD
 Time frame: Continuous
 Funding: General fund, developer fees
 Monitoring: Administration

- 29. The City shall continue to encourage the Monterey Peninsula Regional Parks District (MPRPD) to monitor the surface water quality of the Frog Pond.*

Responsible Agency/Department: MPRPD
 Time frame: Periodically
 Funding: MPRPD
 Monitoring: Administration

- 30. The City shall work with the appropriate Water Management District to develop a citywide water conservation program.

Responsible Agency/Department: Administration/WMD
 Time frame: 1998
 Funding: WMD
 Monitoring: Administration

30a. The City shall work with appropriate agencies to determine the feasibility of developing additional water supply sources for Fort Ord, such as water importation and desalination, and actively participate in implementing the most viable options.

Responsible Agency/Department: City Manager
Time frame: Prior to approval of Fort Ord reuse development
Funding: Various agencies
Monitoring: Administration

30b. The City shall adopt and enforce a water conservation ordinance, which may include requirements for plumbing retrofits to reduce both water demand and effluent generation.

* Existing policy under the March 1988

Responsible Agency/Department: City Manager
 Time frame: Prior to approval of Fort Ord reuse development
 Funding: Various agencies
 Monitoring: Administration

30c. The City shall condition approval of development plans on verification of available water service for the projects.

Responsible Agency/Department: City Manager
 Time frame: Prior to approval development projects
 Funding: Project Applicant
 Monitoring: Administration

30d. The City shall consider water conservation, reclamation and storm water detention in all new development to increase potential water supply for Fort Ord.

Responsible Agency/Department: City Manager
 Time frame: Prior to approval development projects
 Funding: Project Applicant
 Monitoring: Administration

30e. The City shall explore sewage treatment options to enhance non-potable water supply for golf course irrigation on the Fort Ord land proposed for annexation.

Responsible Agency/Department: City Manager
 Time frame: Prior to approval development projects
 Funding: Project Applicant
 Monitoring: Administration

30f. New development on former Fort Ord land will be serviced by the most cost-effective, water conservation and reuse oriented, sustainable approach available at the time of development.

Responsible Agency/Department: City Manager
 Time frame: Prior to approval development projects
 Funding: Project Applicant
 Monitoring: Administration

30g. Water conservation and reuse based on environmentally sound sustainable management practices will be encouraged for new development on Fort Ord land to be annexed into the City.

Responsible Agency/Department: City Manager
 Time frame: Prior to approval development projects
 Funding: Project Applicant
 Monitoring: Administration

Noise Goals, Policies and Programs

Goals

1. Protect citizens from exposure to excessive levels of noise.
2. Encourage a reduction in aircraft noise impact on the City of Del Rey Oaks to levels specified by State noise standards (65 db) and require adequate sound proofing in new construction.
3. Minimize the impact of street, road and highway generated noise upon land uses in the City of Del Rey Oaks.
4. Evaluate land uses in the city for compatibility related to noise effects and require, as appropriate, mitigation where harmful effects can be identified and measurable improvements will result.

Policies

- N-1 Strong support shall be given to:
- a. proposals for restricting the use of high noise emitting aircraft;
 - b. State and Federal regulations to quiet jet engines;
 - c. reduction in flight frequency, particularly in the most noise sensitive time periods;
 - d. maintenance of restrictions on nighttime flights;
 - e. use of approach and departure flight paths that minimize noise over residential areas of the City;
 - f. use of the natural terrain, buildings and landscape buffers to shield noise emitted to residential areas; and
 - g. Runway 6-24 should not be used due to noise and safety impacts of nearby residents.*
- N-2 The City shall encourage the Airport District to continue to install a noise monitoring system that will provide information for setting local noise standards and provide a means of evaluating the effectiveness of noise abatement strategies.*
- N-3 Emphasis shall be placed upon the reduction of noise through administrative and physical techniques, such as cluster zoning, Building Code regulations (soundproofing, acoustical construction techniques), Health Code regulations, City Planning Commission review (acoustical architectural design, acoustical site planning, berms, landscape buffers) and Environmental Impact reporting.*

* Existing policy under the March 1988
Del Rey Oaks General Plan

- N-4 Noise/land use compatibility shall be considered impacted if exposed to noise levels on the exterior of a building that exceeds 65 dB, and on the interior of a building exceeds 45 db.*
- N-5. Any future improvements to Canyon Del Rey must include noise attenuation measures to ensure that resultant indoor and outdoor noise levels are within recommended acceptable levels for residential land use.*
- N-6 The City will work with the Monterey Peninsula Airport District to minimize the noise impacts of the proposed increase in airport operations and changes in different types of aircraft will not be supported by the City.

Programs

- 31. The City will enforce the standards contained in the Noise Element.

Responsible Agency/Department: Administration, Police Department
 Time frame: Ongoing
 Funding: General Fund
 Monitoring: Administration

- 32. The City will work with the Airport District to ensure that they provide a noise insulation and avigation easement program for noise sensitive land uses located within CNEL 65-70.

Responsible Agency/Department: Administration
 Time frame: Ongoing
 Funding: Airport District
 Monitoring: Administration

- 33. The City will require an acoustical analysis of sites proposed for residential development and other development that may be affected by airport related noise.

Responsible Agency/Department: Administration
 Time frame: Prior to Building Permit
 Funding: Applicant
 Monitoring: Administration

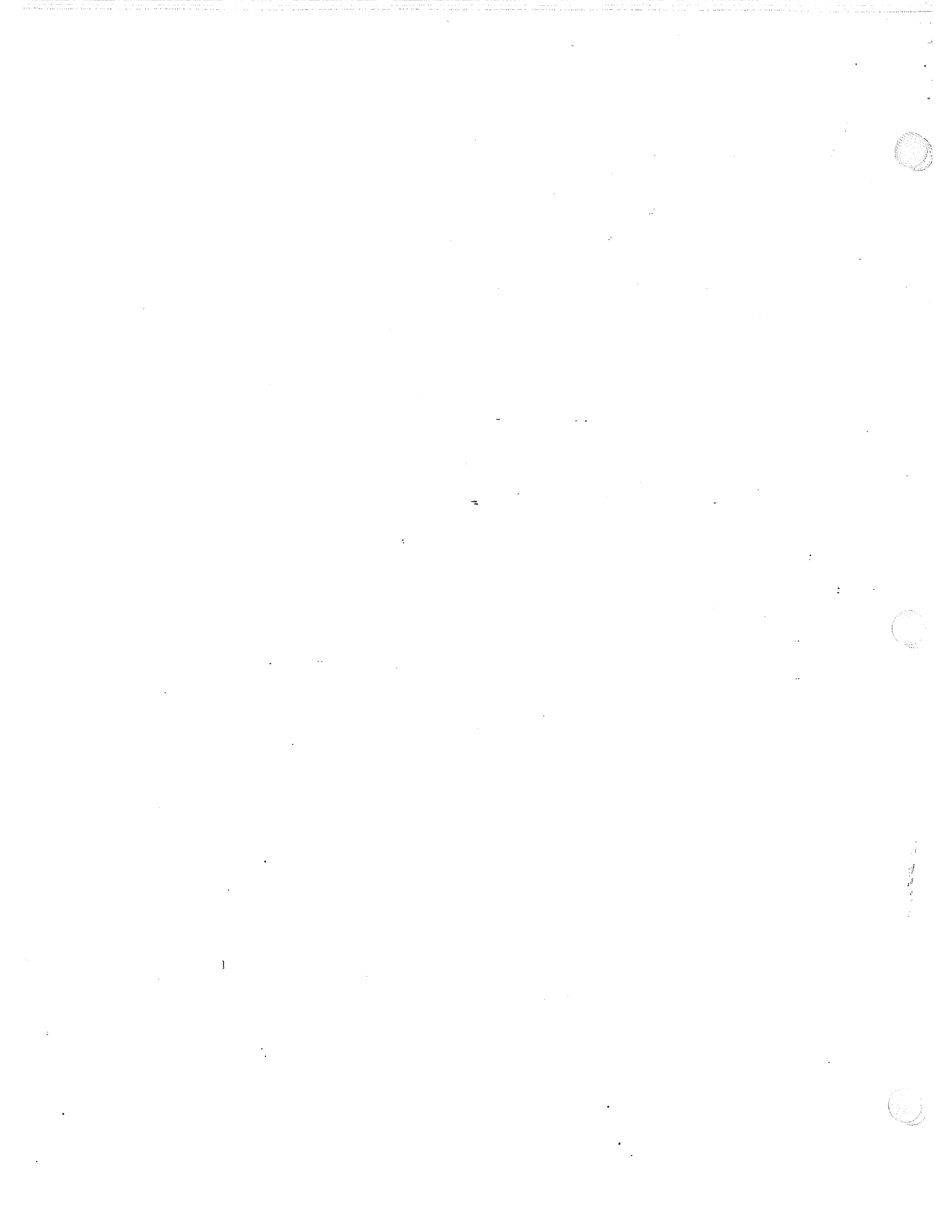


III. Community Development

The Community Development chapter of the General Plan establishes goals, policies and programs to guide the growth and development of the city. The Community Development chapter must work in concert with the other elements of the General Plan to determine location, rate, and timing of growth; to plan for the development of new housing, public facilities and services, and to identify areas of the City where human activities should be limited because of sensitive environmental characteristics and natural or human-caused hazards.

The Community Development chapter is divided into five sections:

- Land Use
- Housing
- Circulation
- Public Services
- Parks and Recreation



A. Land Use Element

Introduction

The Land Use Element of the General Plan determines the locations within the City where residential, commercial, office and public land uses may occur at the present and the future. The Land Use Element also works with other elements of the Plan to determine the location, rate and timing of growth.

Land Use Element Map

Figure 2 is the Land Use Element Map for the City of Del Rey Oaks. The Land Use Element Map assigns a land use designation to all property within the City, both public and private. The boundary lines between land use designations have been drawn as specifically as possible, and generally follow property lines. When questions arise regarding the Land Use Designation for a particular parcel of land, the map should be interpreted by the Planning Commission. The Land Use designations illustrated on Figure 2 are described below:

Low Density Residential (LR)

The Low Density Residential designation is applied to lands intended for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar compatible uses. Residential densities shall be in the range of 3 to 8 units per acre, except in areas where topography and other conditions warrant even lower densities. The possible range of single family residential projects include custom dwellings, tract homes and planned development projects that allow for design flexibility and innovation.

Medium Density Residential (MDR)

The Medium Density Residential designation is intended to accommodate both attached and detached single family residential development, including mobile homes, duplexes, condominiums and planned development projects. Residential densities shall be in the range of 4 to 10 units per acre.

Neighborhood Commercial (NC)

The Neighborhood Commercial designation is intended to provide retail sales and personal services primarily for the convenience of surrounding residential areas, and secondarily to provide shopping opportunities for the City as a whole. More specifically, this designation is intended to accommodate the development of retail centers, mail order public storage, offices, warehouses, gas stations, markets. The Land Use Map designates the southern portion of Del Rey Oaks west of Highway 218 as well as the area on the corner of North South Road and South Boundary Road for Neighborhood Commercial use.

General Commercial - Visitor (GC)

This designation is applied to land intended to accommodate the widest range of commercial, retail, wholesale and office uses, as well as similar compatible uses. The General Commercial designation has been applied to the central portion of the City east of Highway 218 at North South Road as well as a portion of the Fort Ord Reuse planning area to be requested for annexation. The General Commercial designation may also accommodate motels, hotels, restaurants, golf courses, fitness centers, conference centers, and similar businesses oriented toward tourists.

Commercial (C)

This designation is intended for commercial uses that often need large lots and buildings, but would be inappropriate for the General Commercial land use designation. Such uses would include gas stations, markets, furniture stores as well as food processing and manufacturing which does not generate a lot of noise or waste. This designation has been applied to two small parcels along the western portion of the City in the vicinity of Fremont Street and Highway 218.

Public/Quasi-Public (P)

This designation provides for government-owned facilities, schools and quasi-public uses such as city hall, parks, school facilities, churches and meeting halls. This designation is applied throughout the City on City-owned land, Monterey Peninsula Regional Park District land, parkland associated with the requested area of annexation in the Fort Ord Reuse area, schools, churches and other public or quasi-public lands.

Office - Professional (O)

This designation will be applied to professional office park centers. This designation is applied to land located in the area to be requested by the City for annexation in the Fort Ord Reuse area.

Annexations to the City

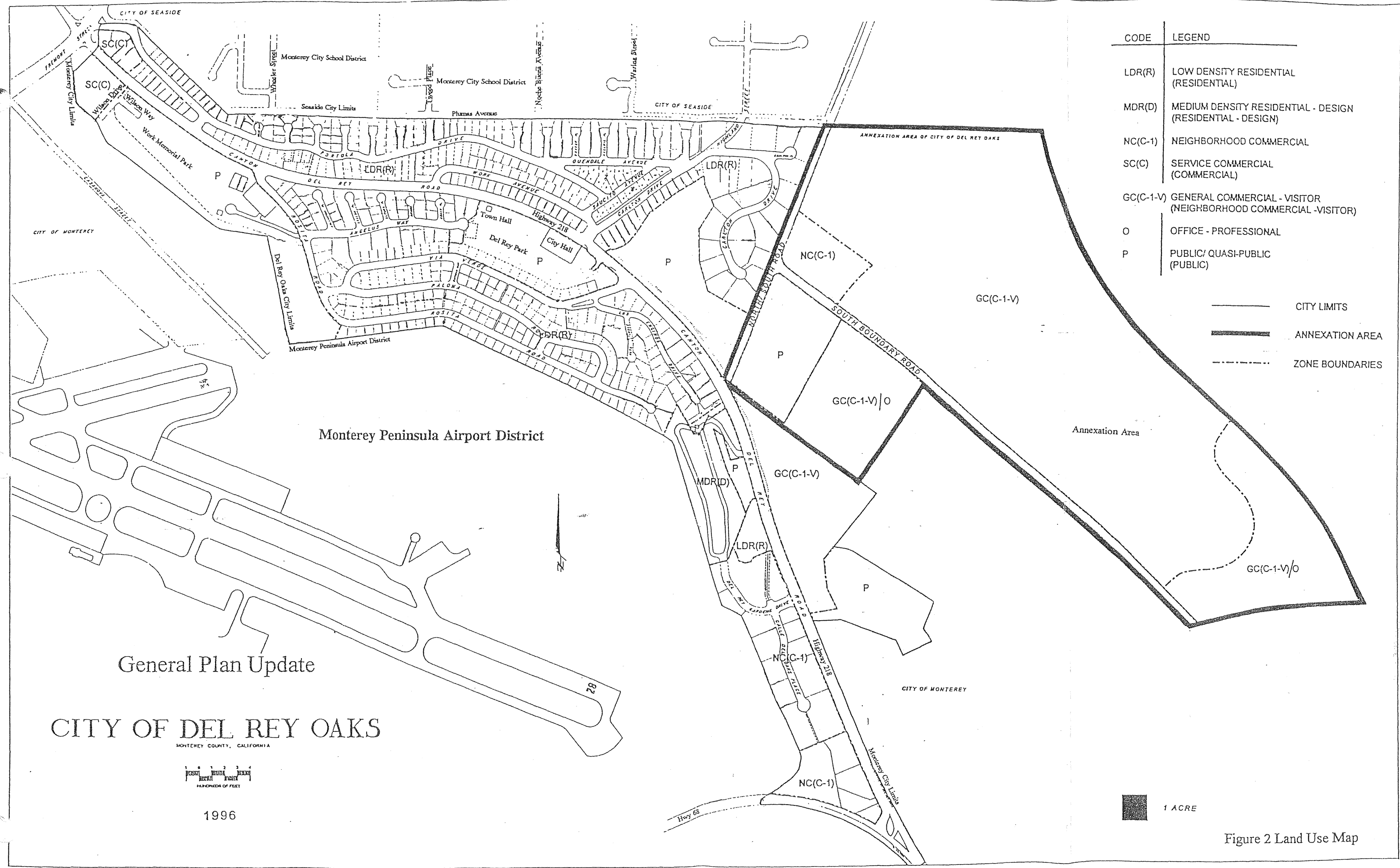
The City of Del Rey Oaks will be requesting parcels located within the Fort Ord Reuse Planning area for annexation. A summary of complete development, or "buildout" of the City and the area the City will be requesting for annexation is provided in Table 1.

The General Plan designates land beyond the current city limits at Fort Ord for future urban development. When evaluating the appropriateness of future annexations to the City, the following criteria should be considered:

Table 1
Summary of Del Rey Oaks General Plan Update
Land Use Designations

Land Use	Unit
Single-family Residential	5 dwelling units
Conference Center*	44 gksf
Hotel*	316 rooms
Golf Course*	155 acres
Retail (Specialty Shops)*	30 gksf
Fitness Center*	10 gksf
Office Park*	300 gksf
Corporate Office Center*	75 gksf
Retail Commercial	43.5 gksf
Office Park/Hotel	205 rooms
Total Office Park/Conference Center	419 gksf
Total Residential/Hotel	526 units
Total Golf	155 Acres
Total Commercial/Retail	83.5 gksf

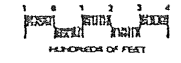
* Parcels within the Fort Ord reuse area which will be requested for annexation into the City of Del Rey Oaks.
 gksf= gross thousand square feet
 Source: City of Del Rey Oaks



CODE	LEGEND
LDR(R)	LOW DENSITY RESIDENTIAL (RESIDENTIAL)
MDR(D)	MEDIUM DENSITY RESIDENTIAL - DESIGN (RESIDENTIAL - DESIGN)
NC(C-1)	NEIGHBORHOOD COMMERCIAL
SC(C)	SERVICE COMMERCIAL (COMMERCIAL)
GC(C-1-V)	GENERAL COMMERCIAL - VISITOR (NEIGHBORHOOD COMMERCIAL - VISITOR)
O	OFFICE - PROFESSIONAL
P	PUBLIC/ QUASI-PUBLIC (PUBLIC)

	CITY LIMITS
	ANNEXATION AREA
	ZONE BOUNDARIES

General Plan Update
CITY OF DEL REY OAKS
 MONTEREY COUNTY, CALIFORNIA



1996

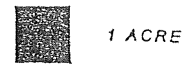
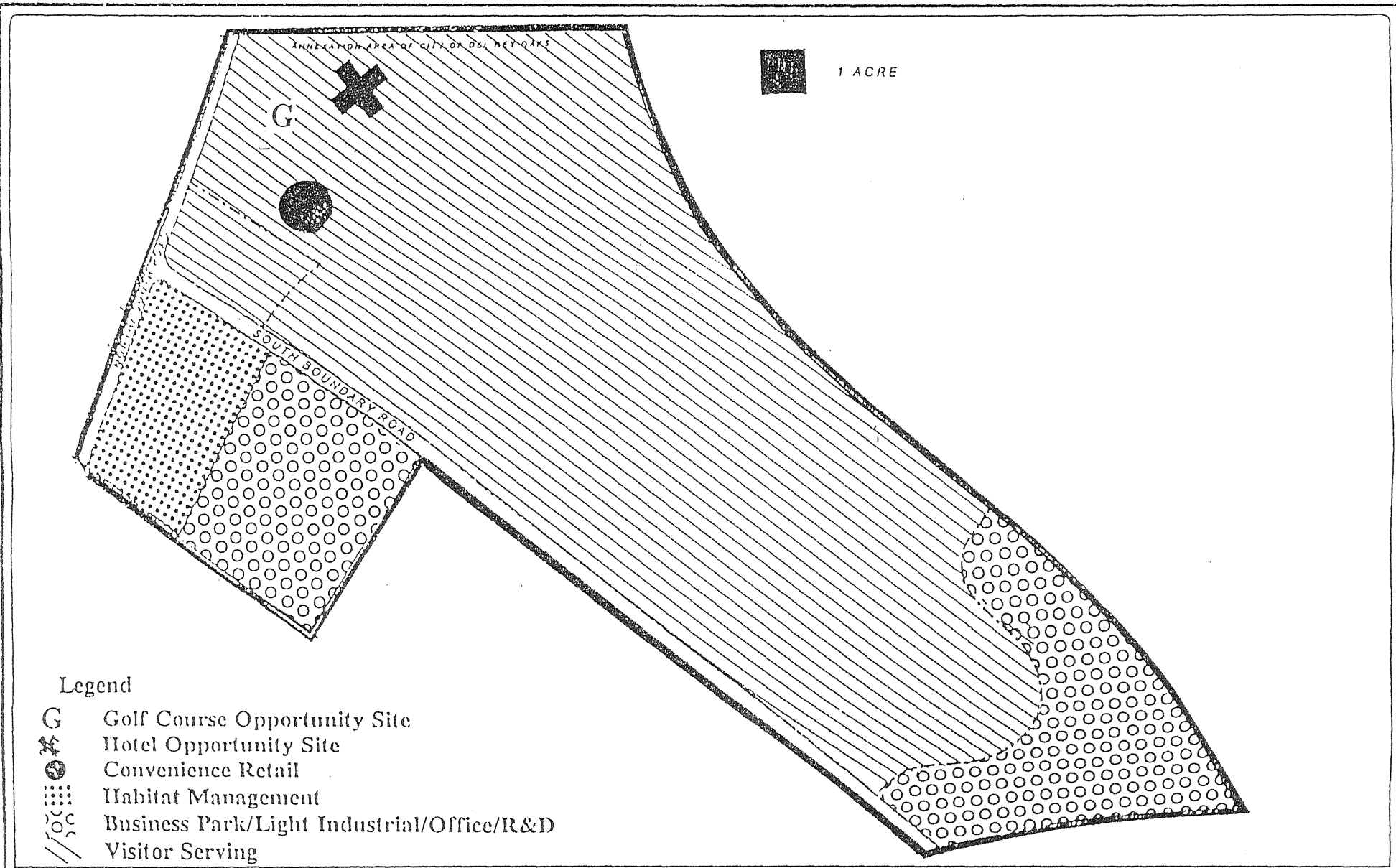


Figure 2 Land Use Map



Fort Ord Annexation Area Proposed Project Land Use Concept

Figure 2A

- The costs and capability of providing adequate public facilities and the levels of government services required.
- The effects on adjacent areas, on mutual social and economic interests, and on the government structure of the City.
- Conformity with LAFCO policies which seek efficient patterns of urban development, including encouraging the guiding of urbanization away from existing productive agricultural lands and encouraging development of existing vacant or non-prime lands within the existing urban area before allowing development outside the current boundaries.

Land Use Element Goals, Policies and Programs

Goals

1. Enhance the beauty, health and safety and quality of life for residents of the City of Del Rey Oaks.
2. Strive to create a "village" atmosphere within the City.
3. Create and maintain pleasant City entrances and scenic views from Canyon Del Rey Road.
4. Expand/attract revenue generating commercial/retail businesses to the visitor serving and commercially zoned parcels in the City.
5. Update existing design guidelines for the development of commercially zoned areas.
6. Annex the properties on Fort Ord to provide additional sites for economic development with potential revenue generating land uses.
7. Develop commercial/retail uses at the Highway 68/218 entrance to the City compatible with the Stonehouse Historic Building.
8. Plan intensification of existing development and expansion of City limits to include areas identified in the Fort Ord Reuse Plan.
9. Plan for additional visitor-serving facilities in suitable locations in proximity to Highway 218.
10. Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks.

11. Work with other cities and agencies on matters which transcend corporate boundaries.
12. Conserve and improve the living environment of existing Del Rey Oaks neighborhoods.
13. Ensure that future development is consistent with the General Plan through the City's zoning ordinance and the environmental review process.
14. Establish design guidelines for the development of residentially zoned areas.
15. Encourage citizen participation in City Government.

Policies

- L-1 The City of Del Rey Oaks shall work with adjoining cities, special districts, County, Fort Ord Reuse Authority and regional agencies on matters of zoning, land use planning, transportation planning and watershed management to assure that all development projects and actions are consistent with the goals and policies contained in the City's General Plan, and that such projects and actions shall minimize adverse community and environmental impacts.
- L-2 The City shall work with the Local Agency Formation Commission (LAFCO) to define the City's Sphere of Influence and prepare a plan for providing services for the Fort Ord reuse area to facilitate annexation.
- L-3 The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the airport's proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.
- L-4 The City shall work with the Airport District to ensure that the Airport District will not compete with the City's market for future development of light industry, research, visitor serving and office uses.
- L-5 The airport shall not expand its present aviation operation. If expansion is necessary to accommodate projected passenger demand, it should be moved away from populated areas prior to further improvement and capital investments.*
- L-6 New commercial uses shall be compatible with the character of the community and not generate impacts that would create a significant adverse effect on existing uses.
- L-7 Undergrounding of utilities and other forms of enhancement shall be pursued as practicable on public and private property.*

* Existing policy under the March 1988
Del Rey Oaks General Plan

- L-8 New development along Canyon Del Rey should be reviewed from the standpoint of the "view from the road," in addition to normal site plan review criteria. Buildings should be modulated for interest and softened by trees and landscaping.*
- L-9 Native vegetation along Canyon Del Rey should be preserved and entrances to the City enhanced by landscaping.*
- L-10 New commercial uses shall consider its' affects on glare, bright lights, or electrical interference that would affect airport operations.*
- L-11 Commercially zoned areas shall include standards for: visual appearance, landscaping, screening of storage and trash, building bulk, height, exterior treatment, and relationship to Canyon Del Rey Road and Highway 68.*
- L-12 New and/or remodeled and expanded residential structures shall be visually attractive and compatible with the existing residential neighborhoods and their appearance.*
- L-13 Efforts shall be made to control long-term parking of vehicles on streets, and boats, trailers and recreation vehicles on property where they detract from the orderly appearance of the neighborhood.*
- L-14 The City should continue to support the Association of Monterey Bay Area Governments in its efforts to disseminate information and to develop technical assistance programs.*
- L-15 The City shall facilitate community input and feedback in various methods including the City's ACORN publication.*
- L-16 The City should encourage volunteer participation for their citizens.*

Programs

1. The City shall identify additional revenue streams that will support City operations.

Responsible Agency/Department:	Administration
Time frame:	1998
Funding:	General Fund
Monitoring:	Administration
2. The Planning Commission shall review the General Plan annually and report to the City Council on actions undertaken to carry out the implementation programs of the Plan. The Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the

* Existing policy under the March 1988
Del Rey Oaks General Plan

requirements of Public Resources Code Section 21081.6 (CEQA) that requires a mitigation monitoring program.

Responsible Agency:	Administration, Police
Time frame:	Ongoing
Funding:	General Fund
Monitoring:	Administration

- 3. The City shall conduct an annual review of urban development and capital improvements to ensure that long-term land use objectives are being achieved.

Responsible Agency/Department:	Administration
Time frame:	Annual Basis
Funding:	General Fund
Monitoring:	Administration

- 4. The City will review all proposed airport expansion plans to ensure that the District plans are consistent with the Del Rey Oaks General Plan and do not create significant adverse impacts to the Del Rey Oaks community.

Responsible Agency/Department:	Administration
Time frame:	Continuous
Funding:	General Fund
Monitoring:	Administration

- 5. The City Council shall meet with the Airport District to discuss land use compatibility issues as necessary.

Responsible Agency/Department:	City Council
Time frame:	Continuous
Funding:	N/A
Monitoring:	Administration

- 6. As a condition of approval of applications for Conditional Uses, the City shall require perpetual landscape maintenance.

Responsible Agency/Department:	Administration
Time frame:	Conditions for applications
Funding:	Applicant
Monitoring:	Administration

- 7. The City shall withhold occupancy permits until all landscaping is installed in accordance with approved landscaping plans and specifications.

Responsible Agency/Department: Administration
 Time frame: Prior to issuance of occupancy permits
 Funding: Applicant
 Monitoring: Administration

- 8. The City shall develop design standards and guidelines for commercially zoned areas which include standards for: visual appearance, signage, landscaping, screening of storage and trash, building bulk, height, exterior treatment, and relationship to Canyon Del Rey Road and Highway 68.

Responsible Agency/Department: Administration
 Time frame: 2000
 Funding: General Fund
 Monitoring: Administration

- 9. The City shall develop design standards and guidelines to ensure that new and/or remodeled and expanded residential structures shall be visually attractive and compatible with the existing residential neighborhoods and their appearance.

Responsible Agency/Department: Administration
 Time frame: 2000
 Funding: General Fund
 Monitoring: Administration

- 10. The City Police Department shall enforce existing City ordinances regarding long-term parking of vehicles on streets, and boats, trailers and recreation vehicles on property where they detract from the orderly appearance of the neighborhood.

Responsible Agency/Department: Police Department
 Time frame: Continuous
 Funding: General Fund
 Monitoring: City Council

- 10a. The City shall update the Seismic Safety Element of the General Plan to incorporate the most recent geological information provided by the State Department of Conservation Division of Mines and Geology.

Responsible Agency/Department: Police Department
 Time frame: Continuous
 Funding: General Fund
 Monitoring: City Council



100-100-100
100-100-100

B. Housing Element

Introduction

State law is more specific about the content of housing elements than any other portion of the general plan. The Housing Element is also the only element that is actually subject to review and "certification" by the state.

The housing element was prepared and adopted by the City in April 1993. The Housing Element was not included as part of this General Plan Update.



C. Circulation Element

Introduction

The Circulation Element describes the transportation system serving Del Rey Oaks, and establishes policies, standards and programs to meet the present and future transportation needs of the community. The Circulation Element must be consistent with the other elements of the General Plan, and the Land Use Element in particular.

The City of Del Rey Oaks Circulation System

The transportation facilities in the City of Del Rey Oaks are overwhelmingly public highways, roads and streets. Private autos are the predominant means of using these roadways, both as single occupancy (SOV) and high occupancy (HOV) vehicle trips, both using mixed use lanes, the only type of lane available in Monterey County. Two bus transit routes serving the City are operated by Monterey Salinas Transit, in mixed traffic flow, described in more detail below. Finally, bicycles and pedestrian travel occur to a limited extent within the City, on existing roadways and, where available, on sidewalks. The following sections describe the 1996 environmental setting for this traffic and circulation chapter.

Roads and Streets

The City of Del Rey Oaks presently is aligned around State Route 218, or Canyon Del Rey Road. This highway traverses the entire length of the City, and in fact is the only roadway to do so. Only two City streets: Portola Drive and Carleton Drive, offer access into the present day City, both from Seaside. No street connections between Del Rey Oaks and either the City of Monterey or the Monterey Peninsula Airport exist, despite an extensive common boundary. Apart from the state highway, the City's roadway network therefore carries almost entirely internal vehicle trips, i.e., trips with at least one end inside the City.

Canyon Del Rey Road (State Route 218). The main artery for vehicular circulation in Del Rey Oaks is State Highway 218, Canyon Del Rey. In a regional context, Highway 218 is a useful link for through travel between Highway 1 and Highway 68, especially on race weekends at Laguna Seca. A two-lane rural state highway, this road enters the southeastern end of town, traverses Del Rey Oaks and eventually intersects North Fremont Street just east of the western City limits. Canyon del Rey ends within the City, at a signalized intersection with Route 68. This signal was installed in February 1994, and is the first, and only traffic signal within Del Rey Oaks proper.

Carlton Drive /Highland Street. This City street is a two-lane local street which acts as a collector for Del Rey Oaks and part of southeast Seaside. It provides the City's second vehicular crossing of its City limit with Seaside to the north, (Portola is the other). It is a somewhat hilly, winding street, without continuous sidewalks or bike lanes. Despite not being designed for this, it carries through traffic between the eastern part of Seaside and Canyon Del Rey, particularly after North/ South Road was closed. Its intersection with the Canyon del Rey highway is stop sign controlled, and since the

highway is uncontrolled the relatively high traffic volumes on Canyon del Rey in the peak hours can cause considerable delay to drivers seeking to enter it from Carlton. In addition, topography limits the sight distance to the west at this intersection.

The Monterey-Salinas Highway (State Highway 68). This state highway briefly crosses into and traverses the southernmost edge of the City. It has one signalized intersection inside the City, at Canyon del Rey. This state highway is the primary connector between Salinas and the communities of the Monterey Peninsula, Seaside, and Sand City. Portions of this highway are four-lane divided freeway, though it is a two-lane undivided rural highway in Del Rey Oaks.

North/South Road. This two-lane military road has been closed for years to all traffic, by a locked gate at the entrance off Canyon del Rey. The intersection of North/South Road and Canyon del Rey is within the present City limits. The road connects to Light Fighter Drive, the main access route to the Former base, just east of Highway 1.

North/South Road from Canyon Del Rey to the Seaside City limits. This road must be included in the General Plan Update, as an existing road that will be opened on its existing alignment for public use as a two lane arterial road from Route 218 to the City limits of Seaside. Improvements should be made to this road to accommodate the potential build out traffic of proposed General Plan uses on the annexation area. In addition, the intersection of this road with Canyon Del Rey (Route 218) should be improved, including traffic signals and turn / storage lanes on approaches to this intersection.

South Boundary Road from North/South Road to the City limits should be opened on its existing alignment and improved for use as a two-lane collector road from North South Road to the City limits of the requested Fort Ord annexation area. Improvements should be made to this road to accommodate the potential build out traffic of proposed General Plan uses on the annexation area.

Transit Service Routes, Services, and Conditions

The City of Del Rey Oaks is a member of the Monterey-Salinas Transit (MST) Joint Powers Agency. MST provides service primarily in the Monterey Peninsula cities and in the City of Salinas. Intercity service is provided via Highway 68 and Highway 1/Reservation/Blanco between these two urban areas of Monterey County. In addition, intercity routes connect MST with the Santa Cruz Metropolitan Transit District at their Transit Center in Watsonville. MST also provides rural transit service to the Carmel Valley, seasonal service to Big Sur, and visitor service via The Waterfront Area Visitor Express.

The City of Del Rey Oaks is served by several lines as follows:

- Line 6 - Kimball Avenue provides service between the Monterey Transit Plaza, Del Monte Center, Monterey Peninsula College, Seaside and the portion of Del Rey Oaks on the north side of Canyon Del Rey. This line stops at the edge of Del Rey Oaks at the corner of Fremont

and Portola. The Del Rey Oaks portion of this route is on a one-way loop with direct service to and from Monterey. Line 6 operates hourly Monday through Saturday.

- Line 8 - Del Rey Oaks provides service between the Monterey Transit Plaza, Monterey Peninsula College, and the portion of Del Rey Oaks on the south side of Canyon del Rey. Line 8 operates Monday through Friday on an hourly schedule.
- Line 9 - Fremont - Hilby provides certain peak hour trips serving Canyon del Rey and Ryan Ranch Road.
- Line 10 - Fremont - Ord Grove provides service between the Monterey Transit Plaza and Seaside, with stops at the edge of Del Rey Oaks at the intersection of Canyon Del Rey and Fremont Street. Line 10 runs daily except Sundays and holidays.
- Line 23 - Laguna Seca provides service between the Monterey Transit Plaza, Monterey Peninsula College, and Laguna Seca Raceway. This line stops in the City of Del Rey Oaks at Highway 68 and Canyon Del Rey. Line 23 operates in conjunction with events at Laguna Seca.

In addition to the fixed route transit services noted above, the City of Del Rey Oaks also is served by the MST RIDES Paratransit Program. The MST RIDES Program provides door-to-door service for people with disabilities.

Bicycle and Pedestrian Routes and Conditions

Separate bicycle route or bike parking facilities, e.g. striped lanes, paved separate bike paths or bike locks or storage lockers are currently available in the City. To bicycle or walk in Del Rey Oaks, one can use the sidewalks or paths where they have been installed, but bicyclists must often ride in travel lanes on local streets and roads. A bike lane was recently completed along Highway 218. The lack of through city streets means generally low speeds and volumes of traffic on city streets. As a result, pedestrian and bicycle travel in travel lanes is generally acceptable, at least during off-peak periods.

In addition to the City's shortage of dedicated, paved pedestrian and bike facilities, two other reasons limit bicycle and pedestrian circulation in the City. The first is that most of the existing city of Del Rey Oaks is in a steep-sided canyon. Since most streets run parallel to the creek at the bottom, there are very few north-south streets for pedestrian movement, and those that exist are relatively steep and/or have visibility restrictions at intersections. Walkways have been cut through many blocks in the community to help address this difficulty. These walkways providing north-south pedestrian access are not generally appropriate for bicycles.

The second reason for limited bike/ pedestrian circulation concerns Highway 218, which can only be safely crossed during most of the day at signal controlled crosswalks. With the only signalized intersections at the extreme east and west ends of the City, and limited or no sidewalks, the highway is an effective barrier to east-west pedestrian/ bicycle travel in the City.

The General Plan Update includes policies and programs which could help increase the attractiveness and feasibility of travel by bicycle and walk mode. The planned improvements to bike and pedestrian circulation could increase the attractiveness of these alternatives to motor vehicles, as well as increase the potential ridership of bus transit by enabling safer, more rapid access to that service.

Circulation Element Map








Figure 3 is the Circulation Map for the City of Del Rey Oaks. The map describes improvements to the circulation system necessary to meet the present and future needs of the City in support of the land uses described in the Land Use Element. The Circulation Map assigns a roadway classification to the streets and highways serving the City.

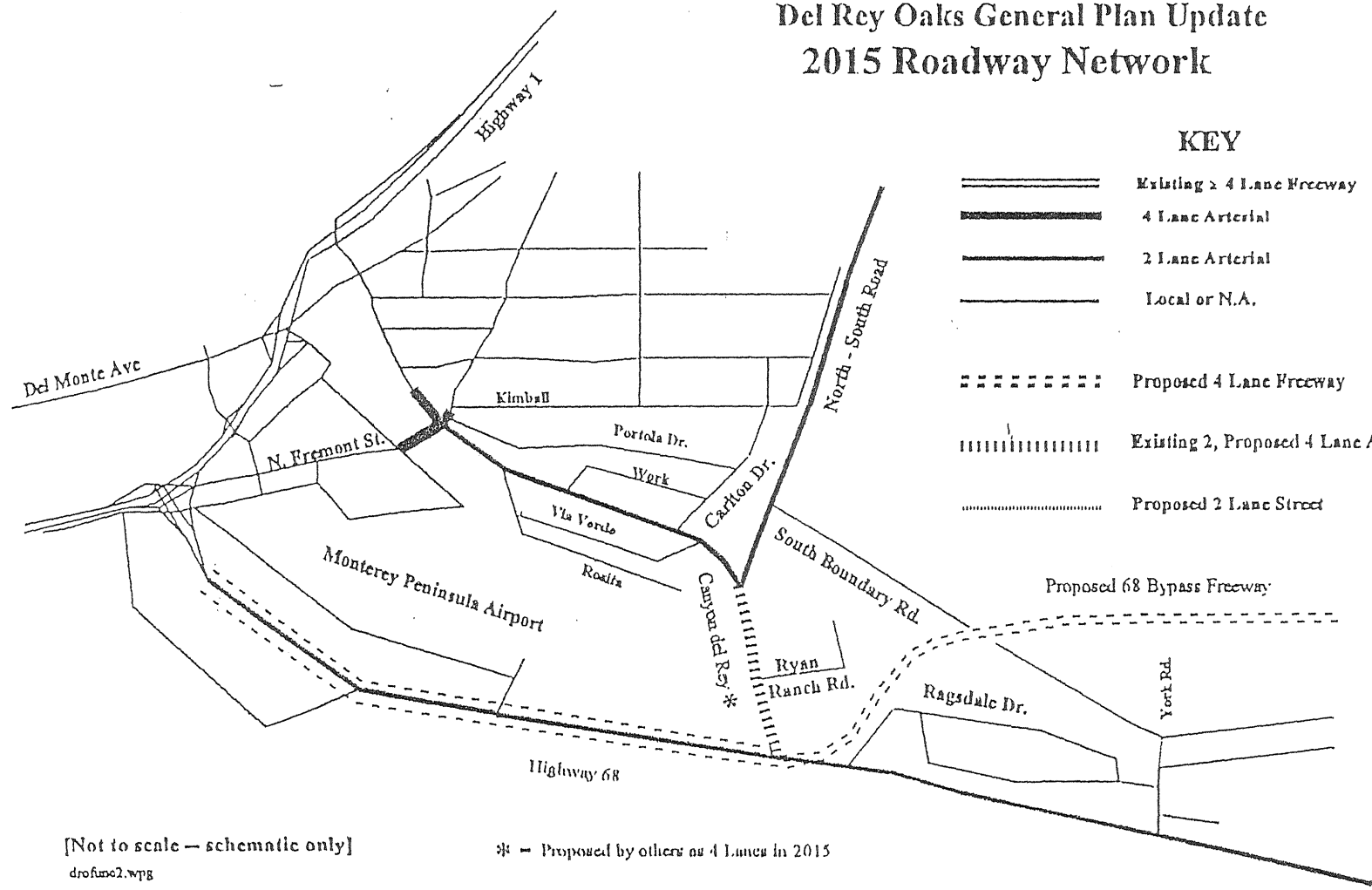
Circulation Standards

The most often used indicator of the ability of a roadway or intersection to accommodate traffic is Level of Service (LOS), which sets a standard based on a scale from LOS "A", free-flow conditions, to LOS "F", which refers to unstable conditions approaching gridlock. A more complete description of each Level of Service standard is contained in the *Environmental Impact Report*.

Del Rey Oaks General Plan Update 2015 Roadway Network

KEY

-  Existing ≥ 4 Lane Freeway
-  4 Lane Arterial
-  2 Lane Arterial
-  Local or N.A.
-  Proposed 4 Lane Freeway
-  Existing 2, Proposed 4 Lane Arterial
-  Proposed 2 Lane Street



[Not to scale — schematic only]
drofmo2.wpg

* - Proposed by others as 4 Lanes in 2015



Circulation Goals, Policies, and Programs

Goals

1. Provide for safe, convenient, energy-conserving, comfortable and healthful transportation for all people and goods by the most efficient and appropriate transportation modes that meet present and future travel needs of the City's residents.
2. Provide or promote travel by means other than the single-occupant automobile.
3. Prevent the significant adverse impact of through traffic on Highway 218 as well as on roads and streets.
4. Improve and maintain a transportation network of streets, transit, and pedestrian paths and bikeways.
5. Coordinate the economic development needs of the City with proposed circulation improvements on Highway 68 and Canyon Del Rey to ensure that the City benefits from the proposed changes.

Policies

Motor Vehicle Circulation and Parking

- C-1. Level of Service (LOS) shall be as defined by the most recent planning method in the Highway Capacity Manual (HCM) for intersections during the weekday afternoon peak hour.
- C-2. All intersections on Highway 218 within the City are part of the adopted Monterey County Congestion Management Program (CMP) network. Proposed new land uses shall require mitigation measures to assure that the CMP LOS standards are met for those intersections. These measures may include, but not be limited to a fair share of the City's costs to fund the recommended regional transportation projects. The CMP LOS standards are as follows:

Intersection	CMP Standard
1. Highway 218 @ Highway 68	LOS E
2. Highway 218 @ N. Fremont	LOS D

- C-3. Proposed new land uses shall require mitigation measures to assure that the LOS will not degrade below LOS "C" or the current (1995) LOS -- whichever is lower for all other intersections within the City.

- C-4. To minimize the adverse impact of through-traffic traversing the City, widening or other actions which increase such traffic on Highway 218 west of North South Road or City streets will be discouraged or not permitted by the City. Conversely, actions which reduce or divert such traffic will be favored or implemented by the City.
- C-5. Super trucks shall not be allowed off State highways within City limits.
- C-6. For proposed new land uses, new off-street parking shall be required, adequate for the motor vehicle parking demand generated by such proposed use(s). Joint use parking is encouraged.
- C-7. The City does not support any realignment of Highway 68 which will significantly impact the intersection of Canyon Del Rey and Highway 68 and result in land use and fiscal impacts on the City due to the loss of commercial property at the east entrance to the community.
- C-8. Minimize the potential negative impact of the reopening of North-South Road.

Vehicle Trip Reduction

- C-9. The City supports the Monterey County Congestion Management Program and voluntary Trip Reduction Ordinance adopted by the Transportation Agency for Monterey County.
- C-10. To reduce the need for motor vehicle trips, mixed, complementary land uses will be promoted where feasible.
- ~~C-10a. The City will coordinate and assist with TAMC and AMBAG in providing funding for an efficient regional transportation network.~~
- ~~C-10b. Support and participate in regional and state planning efforts and funding programs to provide an efficient regional transportation network.~~
- ~~C-10c. Land use and circulation plans shall be integrated to create an environment that supports a multi-modal transportation system. Development shall be directed to areas with a confluence of transportation facilities (auto, buses, bicycles, pedestrian, etc.).~~

Bicycle & Pedestrian Circulation and Facilities

- C-11. In order to provide or promote a safe, interconnected network of bicycle and pedestrian routes linking homes with places of work, school, recreation, shopping, transit centers and other activity centers both within the City and nearby, four Class II City Bike Routes are hereby designated and adopted:

- Highway 218 within City limits;
- North/South Road from City limit to Highway 218 (requested Fort Ord annexation area)
- Carlton Drive from Highway 218 to the City limit.
- South Boundary Road (requested Fort Ord annexation area)

C-12. Any improvement, repavement or signalization on the four designated City Bike Routes permitted by the City shall include Type II bike lanes on both sides of the affected segment of those routes.

C-13. New non-residential land uses which generate significant adverse traffic impacts shall dedicate an easement or make a monetary contribution, if appropriate, toward the completion of adopted Bicycle Routes.

C-14. For all proposed new land uses in the City, provision for bicycle circulation, sidewalks and pedestrian-friendly design will be required.

Transit Services

C-15. Land use and circulation plans shall be integrated to create an environment that supports a multimodal transportation system. Development shall be directed to areas with a confluence of transportation facilities (auto, bus, bicycle, pedestrian, etc.).

C-16. The City will seek to continue and expand the provision of MST or other transit services to existing and new users.

Airport Plan

C-17. The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks.

Programs

11. The City will prepare and adopt a Capital Improvement Program (CIP) implementing the Circulation Element of this plan.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing, annual
Funding:	Federal, State and local revenues
Monitoring:	Administration

12. The City may implement applicable regulations of the voluntary Monterey County Trip Reduction Ordinance.

Responsible Agency City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

13. The City will implement applicable regulations of the Monterey County CMP.

Responsible Agency City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

14. The City shall develop a program that requires new non-residential land uses which generate significant adverse traffic impacts to dedicate an easement or make a monetary contribution, if appropriate, toward the completion of adopted Bicycle Routes.

Responsible Agency City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Project applicants
 Monitoring: Administration

15. Traffic volumes and operations at the following twelve intersections will be monitored as needed to evaluate whether installation of signals, or addition of turn lanes, turn prohibitions or coordination or retiming of signals is warranted:

Location	Jurisdiction
1. Hwy 218 @ Fremont St.	Caltrans & Cities of Seaside and Del Rey Oaks
2. Hwy 218 @ Portola Dr.	Caltrans & Cities of Seaside and Del Rey Oaks
3. Hwy 218 @ Canyon St.	Caltrans & City of Del Rey Oaks
4. Hwy 218 @ Rosita Rd.	Caltrans & City of Del Rey Oaks
5. Hwy 218 @ Work Ave.	Caltrans & City of Del Rey Oaks
6. Hwy 218 @ Carlton Dr.	Caltrans & City of Del Rey Oaks
7. Hwy 218 @ Via Verde	Caltrans & City of Del Rey Oaks
8. Hwy 218 @ North/South Rd.	Caltrans & City of Del Rey Oaks (when conveyed)
9. Hwy 218 @ Del Rey Gardens N.	Caltrans & City of Del Rey Oaks
10. Hwy 218 @ Del Rey Gardens S.	Caltrans & City of Del Rey Oaks
11. Hwy 218 @ Highway 68	Caltrans & City of Del Rey Oaks
12. North/South @ South Boundary	City of Del Rey Oaks

Responsible Agency As above, in consultation with TAMC
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

- 16. After reopening of North/South Road, the City will evaluate through traffic and consider traffic measures, on portions of North/South Road, South Boundary Road within the City limits, and Carlton Drive, as appropriate.

Responsible Agency City of Del Rey Oaks, in coordination with City of Seaside and the County of Monterey
 Time frame: After reopening of North/ South Road
 Funding: Federal, State and local revenues
 Monitoring: Administration

- 17. The City will seek funding for, promote and/or implement the planned Class II Bike Routes on Highway 218 and Carlton Drive, and on North/South Road and South Boundary Road upon conveyance. Bike improvements are Transportation Control Measure (TCM) adopted in State and Federal Air Quality Plans for the region, so funding for these improvements is a priority under the Congestion Management and Air Quality (CMAQ) grant program as well as the AB 2766 grant program administered by the Monterey Bay Unified Air Pollution Control District.

Responsible Agency City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

- 17a. Provide a funding mechanism to pay for its fair share of impact on the regional transportation system.

Responsible Agency City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

- 17b. In an effort to promote multimodal transportation, the City shall consider transit supportive density and zoning for proposed new land uses within 1,320 feet (1/4 mile) of existing transit routes or designated transit corridors. Appropriate transit access and circulation shall be required where feasible for all such land uses.

Responsible Agency City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration



D. Public Facilities and Services Element

Introduction

The Public Facilities and Services Element of the General Plan establishes goals, policies, and programs to insure that the provision of public services and facilities keeps pace with new development, and that present infrastructure inadequacies are remedied.

Summary of Services

The City of Del Rey Oaks currently provides (or provides by way of contract) a variety of services including water supply, sewage and solid waste disposal, police protection, and fire protection. As the City continues to grow in accordance with the General Plan, services will need to be increased to accommodate the additional development.

Water Supply and Delivery

Under the current water allocation system adopted by the Monterey Peninsula Water Management District, the City of Del Rey Oaks has approximately 5.807 acre/feet of water available to serve new land uses within the City as of June 30, 1995.

Water is a paramount concern for all the jurisdictions on the Monterey Peninsula. The recent drought led to water conservation measures throughout the Monterey Peninsula. Although 1994/95 and 1995/96 were relatively wet years, other events have magnified concern regarding the availability of water to support additional growth. In 1992, the voters rejected a ballot measure which would have led to the creation of a desalinization plant to provide additional water for the Monterey Peninsula. The California State Water Resources Control Board has taken action requiring California American Water Company to decrease water withdrawn from the Carmel River basin by approximately 20 percent. In 1995, the voters rejected a bond measure to fund a new Los Padres Dam on the Carmel River in upper Carmel Valley. Events over the course of 1996 and 1997 will be an important indicator of the availability of water to serve long term development on the Monterey Peninsula.

In addition to the provision of water for the area within the current city limits, the General Plan Update EIR addresses water for the areas proposed for annexation on the Fort Ord property. Planning for the Fort Ord property is taking place under the authority of the Fort Ord Reuse Authority (FORA), as discussed in the project description section of the EIR. The Monterey County Water Resources Agency (MCWRA) is responsible for regulation and the supply of water from the Salinas Valley. MCWRA has agreed that 6,600 acre feet per year (AFY) of water can be pumped at Fort Ord provided that such withdrawals do not aggravate or accelerate the existing seawater intrusion. FORA planning team members have assigned 75 afy to the City of Del Rey Oaks for uses planned within the Fort Ord Reuse area to be requested by the City for annexation.

Sewage Treatment

Wastewater treatment services are supplied to Del Rey Oaks by the Seaside Sanitation District. Prior to 1991, the wastewater from the Seaside Sanitation District was treated at the Seaside Wastewater Treatment Plant located in Sand City. Since 1991, wastewater has been treated by the Regional Water Pollution Control Facility operated by the Monterey Regional Water Pollution Control Agency located outside of the City of Marina. At the regional treatment plant wastewater is processed from the cities of Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Sand City, and Seaside as well as Monterey Peninsula Airport, some unincorporated area surrounding Monterey, and the unincorporated communities of Boronda, Castroville and Moss Landing.

The total flow capacity currently permitted at the Regional Water Pollution Control Facility is 27.0 million gallons per day. Average daily flow for the most recent period available was 20.5 million gallons per day. Staff at MRWPCA estimate that sufficient flow capacity will be available at the plant to meet all needs throughout the service area for the next 20 years.

The limitations on wastewater treatment capacity that might affect Del Rey Oaks are those that could arise from certain conditions in the MRWPCA permit to operate the regional treatment facility. The Regional Water Pollution Control Facility was partially funded by Clean Water grants from the United States Environmental Protection Agency. One of the conditions of that grant was that the population served by the plant must remain consistent with population forecasts prepared by the AMBAG. If the population of the areas served were to exceed the population forecasts, limits on the number of connections would be required to bring the service area into consistency with the forecasts. Only residential connections to the regional wastewater treatment system are controlled.

The current allocation system covers the period from January 1, 1994 to December 31, 1997. During that period, a total of 3,329 residential connection permits can be issued within the entire service area on a first come - first served basis. If that threshold is reached, a 30 percent reserve exists of 1,427 residential connection permits. The reserve would be allocated by the MRWPCA Board of Directors based on AMBAG's population forecasts. To date, 1,113 residential connection permits have been issued since January 1, 1994. A total of 2,216 residential connection permits remain in the allocation.

The City of Del Rey Oaks will explore "in situ" sewage treatment options to enhance potable water supply for golf course irrigation on the Fort Ord Land proposed for annexation to the City.

Solid Waste Disposal

Carmel Marina Disposal Service has a contract with the City of Del Rey Oaks to provide weekly solid waste collection and disposal for Del Rey Oaks residents. Seaside Disposal Service provides curbside pickup of all recyclable materials. There are no hazardous materials disposal or transfer sites in Del Rey Oaks or the nearby area.

Police Services

The City of Del Rey Oaks Police Department is located at 650 Canyon Del Rey in Del Rey Oaks. The police department currently has five full time officers including the chief of police. In the past, the city has had several officer trainees. Due to the small size of the department and limited budget of the city, operations of the department should continue to be refined to improve the cost efficiency of the service.

New development will create additional demand for police services. Under the 1996 General Plan Update, the population is expected to increase by approximately 148 for a total population of 1,840 in the year 2015. The population increase of 148 people in Del Rey Oaks would not justify the addition of any police officers in the City because the service ratio would be sufficient with one police officer per 460 residents.

Fire Protection Services

Del Rey Oaks is currently provided with fire protection services through a three-year contract with the City of Monterey. The fire protection service includes fire prevention and public education services, response to fires, rescues, hazardous material incidents, medical aid calls, and natural or man-made disasters. In addition, services include: fire hydrant testing, coordination of disaster planning with the City, provision of public education classes in earthquake preparedness, cardio-pulmonary resuscitation, and First Aid.

The current fire protection contract ends on June 30, 1997, where the City of Del Rey Oaks has the option of updating and/or renewing the Fire Protection Agreement with the City of Monterey or another jurisdiction.

Schools

Local schools are operated by the Monterey Peninsula Unified School District (MPUSD). The MPUSD also serves Monterey, Seaside, Marina, Sand City, and adjacent unincorporated areas with a total 1991 enrollment of 14,152 students, with a capacity of 17,606 (Source: Fort Ord Reuse Plan Draft EIR March 1996). The closest schools to the City of Del Rey Oaks are Del Rey Woods Elementary School, Colton Middle School and King Middle School and Monterey High School. Refer to Table 2.

As part of the Fort Ord Reuse Plan, build out of the Fort Ord Reuse area will require the development of one new high school, one new elementary school, and the expansion of Patton elementary school (Source: Fort Ord Reuse Plan Draft EIR May 1996). The development of the new schools will have a positive impact for the MPUSD. Fort Ord Reuse Plan Draft EIR May 1996

Table 2
School Enrollment and Capacities

Name of School	Current Enrollment	School Capacity
Del Rey Woods Elementary School	650 students	650 students
Colton Middle School	720 students	750 students
Martin Luther King Jr. Middle School	717 students	745 students

Source: Del Rey Woods Elementary School, Colton Middle School, Martin Luther King Jr. Middle School

Public Services Goals, Policies and Programs

Goals

1. Maintain or increase the current availability of public services and facilities consistent with projected usage levels.
2. Provide public services to available sites located within the City and in areas to be annexed into the City.
3. Assure new development can be served by adequate public services and facilities.
4. Maintain public protection service levels consistent with City standards.
5. Provide water and maintain a water management policy that will provide a sufficient quantity of appropriate quality water to meet the needs of the existing and planned community.
6. The City shall continue to work with the appropriate sanitation company to operate an efficient waste management program that protects the health of area residents and encourages recycling of materials.

Policies

- S-1 New development shall be required to "pay its own way" and not overly burden existing City residences and services consistent with applicable laws.
- S-2 The City shall encourage the appropriate agency to look into replacing deteriorated sewer and water lines.
- S-3 All new development shall connect to a municipal water and sewer system.*
- S-4 Gravity flow for sewer and water service shall be employed wherever feasible and appropriate.*
- S-5 The City should work closely with the Seaside Sanitation District and the County Health Department in encouraging all homes to be connected to the sanitary sewer system.*
- S-6 Engineered drainage plans shall be required for all development projects.
- S-6a The direct discharge of storm water or other drainage from new impervious surfaces created by development of the office park (OP) parcel into the ephemeral drainage in the natural area expansion (NAE) parcel will be prohibited. No increase in the rate of flow of storm water

runoff beyond pre-development levels will be allowed. Storm water runoff from developed areas in excess of pre-development quantities shall be managed on site through the use of basins, percolation wells, pits, infiltration galleries, or any other technical or engineering methods which are appropriate to accomplish these requirements. Indirect, sub-surface discharge is acceptable. These storm water management requirements will be utilized for development on polygon 31b.

S-7 The City shall identify public infrastructure needs to schedule improvements necessary for achieving long term land use and community development objectives.*

S-8 The City shall develop a water allocation program identifying priority water connections.*

S-9 The City shall encourage waste minimization and source reduction of all wastes.

Programs

18. The City will rely upon inter-jurisdictional mutual aid agreements with the City of Monterey and the operations and manpower organization schedules specified in the City of Monterey and Monterey County Emergency Plan in responding to emergencies.

Responsible Agency/Department: Administration
Time frame: Continuous
Funding: General Fund
Monitoring: Administration

19. The City shall continue to enhance police protection service standards to help ensure that adequate service levels are maintained.

Responsible Agency/Department: Administration, Police Department
Time frame: Continuous
Funding: General Fund
Monitoring: Administration

20. The City shall require that new development fund fiscal impact analyses to provide the basis of information to ensure new development will not overly burden existing City residences and services.

Responsible Agency/Department: Administration
Time frame: Prior to issuance of Grading Permit
Funding: Project Applicant
Monitoring: Administration

21. The City shall establish a system for prioritizing the allocation of water connections.

Responsible Agency/Department: Administration
Time frame: 1997
Funding: General Fund
Monitoring: Administration

22. Maintain the Arroyo Del Rey Creek drainage system to retain peak runoff flows and reduce the potential for downstream flooding at Fremont and Del Monte Avenue.

Responsible Agency/Department: Administration
Time frame: Continuous
Funding: General Fund
Monitoring: Administration

23. The City shall continue to work with the appropriate sanitation company to pursue compliance with the State-mandated waste to landfill reduction requirements of 50 percent by the year 2000.

Responsible Agency/Department: Administration
Time frame: 2000
Funding: General Fund
Monitoring: Administration



E. Parks and Recreation Element

Introduction

The Parks and Recreation Element is an optional element that describes how the recreational needs of the City will be met through the time frame of the General Plan.

Existing Parks and Recreation Facilities

Del Rey Oaks has a number of large parks which dominate the lowland sections of the City along the creek. These properties were deeded to the City in the 1950's by the Work family and the Saucito Land Company. Deed restrictions were recorded which limit the use of the properties to public benefit.

Work Memorial Park is located on the west side of Rosita Road. Park facilities include a golf driving range which is leased by the City to an operator, tennis courts and a large area of natural oak woodland. Del Rey Park is located on the east side of Rosita Road at the end of Angelus Road. Del Rey Park facilities include basketball courts, a baseball/softball diamond, play equipment, a picnic area and play field, and the old Town Hall. The City leases a portion of this area for residents' storage of Recreation Vehicle parking. The City's park and recreation facilities are currently in need of maintenance and repair (Endsley, March 1996). Improvement of the facilities would create an attractive feature for the community which will increase community identification and attractiveness for home owners.

Del Rey Oaks also has the Frog Pond within its city limits. The Frog Pond provides an important open space resource for the city and the entire Monterey Peninsula area. The Frog Pond is a wetland open space area managed by the Monterey Peninsula Regional Park District (MPRPD). The Frog Pond is currently overgrown with willows and brush. MPRPD is in the process of thinning the undergrowth and plans to develop a series of trails within the Frog Pond area (Endsley, March 1996).

The City of Del Rey Oaks will be requesting annexation of a parcel (Polygon 31A) designated for expansion of the Frog Pond area which is located within the Fort Ord Reuse area.

Parks and Recreation Goals, Policies and Programs

Goal

1. Enhance the quality of life by providing recreational services, programs, and facilities that reflect the leisure needs and desires of the community.

- 2. Provide a full range of park and recreation facilities including active recreation areas, passive natural open spaces, and a bicycle/pedestrian trail system.

Policies

- PS-1 A Park Master Plan should be developed to address the maintenance and upgrade to the City's parks.
- PS-2 New development should provide landscaping, natural areas of open space, recreation areas or amenities wherever appropriate.

Programs

- 24. Develop a Park Master Plan for the City which will address park landscaping, play equipment, maintenance and upgrades, and the provisions of parking consistent with park capacities.

Responsible Agency/Department: Administration
 Time frame: 1998
 Funding: General Fund
 Monitoring: Administration

- 25. The City shall work with Monterey Peninsula Regional Parks District concerning all issues pertaining to the Frog Pond maintenance, water quality, burning and introduction of new species.

Responsible Agency/Department: Administration/MPRPD
 Time frame: Continuous
 Funding: MPRPD
 Monitoring: Administration

- 26. The City shall identify and pursue sources of funds to improve and maintain the parks and pedestrian/bike paths in the City.

Responsible Agency/Department: Administration
 Time frame: Continuous
 Funding: Apply for Federal/State Grant Money
 Monitoring: Administration

IV. Natural Resources

The lands within and surrounding Del Rey Oaks possess diverse natural resources that include open space, creeks, a variety of beautiful trees, and clean air. The Frog Pond area and Del Rey Creek provide a valuable habitat for numerous species of plants and animals.

In addition to the natural environment, Del Rey Oaks is rich in history. Many people played an important role in shaping the growth and development of the Monterey Peninsula area.

Together, these natural and human-made resources form the City's setting. The General Plan must contain policies and programs to protect and conserve these valuable resources in and around town. The Natural Resources chapter of the General Plan contains the Conservation Element and Open Space Element which address these issues.



F. Conservation and Open Space Elements

Introduction

The Conservation and Open Space Elements establish policies and programs to protect and preserve the natural resources in and around Del Rey Oaks, including creeks, the Frog Pond, and scenic areas. Del Rey Oaks possesses diverse natural resources that include creeks, clean air and numerous trees. Arroyo Del Rey and the Frog Pond provide a visual backdrop to the City's urban features as well as valuable habitat for numerous species of plants and animals, and land for groundwater recharge and recreation.

Air Quality

Del Rey Oaks is located within the North Central Coast Air Basin. The Monterey Bay Unified Air Pollution Control District (MBUAPCD) administers the CAAQSs. The MBUAPCD adopted the 1994 Air Quality Management Plan (AQMP) which addresses regional air quality issues and recommends programs intended to bring the North Central Coast Air Basin into conformance with adopted state and federal clean air regulations.

To assess the compliance with federal, state, and local air quality standards, monitoring stations are located within air basins. In the vicinity of Del Rey Oaks, there is an air quality monitoring station located in Monterey. Based on monitoring data provided by the MBUAPCD, ozone concentrations exceeded state standards on nine days in 1992, sixteen days in 1993 and six days in 1994. The majority of these violations occurred at the Pinnacles monitoring station, where the State AAQS was exceeded on 20 different days between 1992-1994. For PM₁₀, the NCCAB violated the state standard one time in 1992, seven times in 1993 and one time in 1994 (MBUAPCD, 1995).

Health Effects of Pollutants

The primary air quality problems in the air basin are ozone and suspended particulates (PM₁₀). The following is a discussion of the health effects on Ozone and PM₁₀ pollutants.

Ozone: Ozone is produced by chemical reactions, involving nitrogen oxides (Nox) and reactive organic gases (ROG), that are triggered by sunlight. Nitrogen oxides are created during combustion of fuels, while reactive organic gases are emitted during combustion and evaporation of organic solvents. Since ozone is not directly emitted to the atmosphere, but is formed as a result of photochemical reactions, it is considered a secondary pollutant. Ozone is a seasonal problem, occurring roughly from April through October.

PM₁₀: PM₁₀ is small suspended particulate matter, 10 microns or less in diameter, that can enter the lungs. The major components of PM₁₀ are dust particles, nitrates, and sulfates. PM₁₀ is

directly emitted to the atmosphere as a byproduct of fuel combustion, wind erosion of soil and unpaved roads. Small particulates are also created in the atmosphere through chemical reactions.

Buildout of the General Plan could generate short-term and long-term mobile and stationary source emissions. The primary source of source emissions would be construction activities. Traffic generated by the project and utility sources would be the primary sources of long-term emissions. These sources could have significant impacts on regional air quality.

Construction Emissions

Short-term construction emissions would primarily be dust generated from grading, excavation, and other construction activities; hydrocarbon emission from paints and asphalt; exhaust emissions from powered construction equipment; and motor vehicle emissions from construction equipment. Construction-generated dust would contribute to the relatively high existing background PM₁₀ levels for several years or until buildout. Relatively large-sized particulates raised by construction would rapidly settle out of the atmosphere with increasing distance from the project site. Emission levels for construction activities would vary with the equipment type, duration of use, operation schedules, and the number of construction workers. Large construction projects would likely exceed the PM₁₀ standard and result in short-term, significant air quality impacts. Smaller construction projects, requiring only minor grading or earth moving, would potentially fall below the PM₁₀ threshold; however, the number and duration of construction projects occurring at one time could adversely impact the region's air quality until buildout occurs.

Operational Emissions

Stationary sources, such as a factory, dry-cleaning operation, or an electrical generating plant are subject to the MBUAPCD's Rules and Regulations. These rules specify which stationary sources are required to obtain permits and which are exempt. For new stationary sources, modeling anticipated emissions may be required prior to permit application. The City's buildout will not require major new energy generating facilities, nor will buildout substantially increase the City's energy demand.

Mobile Sources

At buildout the primary source of indirect pollutant emissions would be increased traffic generation. Vehicular emissions are calculated with URBEMIS5, a program developed by the California Air Resources Board. This program estimates pollutant levels based on projected traffic volumes and anticipated traffic flows. Another model utilized is the CALINE4 model. This model assesses potential carbon monoxide (CO) levels at congested intersections (those intersections operating at a LOS D or lower).

Archaeological, Cultural, and Historical Resources

Native peoples were known to have inhabited the area surrounding Del Rey Oaks. Continued urban development could unearth or accidentally damage previously undiscovered artifacts.

Open Space/Conservation Goals, Policies and Programs

Goals

1. Protect the City's natural, cultural, visual and historical resources.
2. Preserve and protect the water quality, runoff, flow, and other resources of the Canyon Del Rey Drainageway.
3. Provide open space that meets the needs of the City.
4. Protect the existing natural resources (the creeks and other areas identified as environmentally sensitive habitat).
5. Discourage development of areas that should be permanently protected for future generations because of their importance in maintaining vegetation and wildlife, and protecting public health and safety.
6. Recognize that water resources on the Monterey Peninsula are limited and that conservation of water will be encouraged.

Policies

- C/OS-1 The City will encourage protection of scenic resources by:
- a. Locate structures away from ridgelines, steep slopes, or in other highly visible locations where site review and design makes it desirable;
 - b. Utilize natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes;*
- C/OS-2 The City should actively communicate and coordinate with surrounding jurisdictions and water agencies in preventing erosion, pollution and siltation of the Canyon Del Rey drainage system.*

- C/OS-3 Wildlife habitat and wildlife corridors shall be preserved.*
- C/OS-4 Significant stands of riparian vegetation shall be subject to only minimal cutting and removal, and then only when proven unavoidable.*
- C/OS-5 The existing system of greenbelts and open spaces should be preserved and maintained.
- C/OS-5a Encourage the conservation and preservation of irreplaceable natural resources and open space at former Fort Ord.
- C/OS-5b The City shall use open space as a buffer between various types of land use.
- C/OS-5c The City shall review each development project in the former Fort Ord annexation area with regard to the need for open space buffers between land uses.
- C/OS-5d The City shall review each future development project for compatibility with adjacent open space land uses and require that suitable open space buffers are incorporated into the development plan of incompatible land uses as a condition of project approval.
- C/OS-5e The City shall ensure that all habitat conservation and corridor areas identified in the Fort Ord Habitat Management Plan (HMP) are protected from degradation due to development within or adjacent to these areas. This shall be accomplished by assuring that all new development in the Fort Ord Reuse Area adheres to the management requirements of the HMP and the policies of the Fort Ord Reuse Area Plan.
- C/OS-5f The City shall encourage the preservation of small pockets of habitat and populations of special status species within and around developed areas, in accordance with the recommendations of the HMP and Fort Ord Reuse Area Plan. This shall be accomplished by requiring project applicants to conduct surveys to verify sensitive species and/or habitats on the site and developing a plan for avoiding or salvaging these resources, where feasible.
- C/OS-5g The City shall provide for the protection and mitigation of impacts of wetland areas consistent with applicable state and Federal regulations.
- C/OS-6 The City will encourage the Monterey Regional Parks District to ensure water quality of the Frog Pond, develop and maintain areas of open viewsheds of the Frog Pond along Canyon Del Rey and North/South Road.

* Existing policy under the March 1988
Del Rey Oaks General Plan

- C/OS-7 Maintain the greenbelt along the Canyon Del Rey drainageway.*
- C/OS-8 Surface water quality shall be maintained, and areas of ground water recharge kept free of contamination.*
- C/OS-9 The City should continue to communicate and coordinate with surrounding jurisdictions in preventing channel erosion and siltation in Del Rey Oaks due to increased water runoff from urban development in upland areas.*
- C/OS-10 All lands within 50 feet of an active or potentially active fault, lands of 25% slope and above, unstable soil areas and areas subject to periodic flooding should generally be kept free of development until further detailed geotechnical studies prove these lands safe to the City's satisfaction.*

Water Conservation

- C/OS-11 The City shall work with the appropriate Water Management District to encourage water conservation, retrofitting, education, reclamation and reuse.*
- C/OS-12 Water usage and conservation of water will be considered as part of all land use decisions.*

Air Quality

- C/OS-13 The City will encourage the improvement of air quality in Del Rey Oaks and in the region by implementing the measures described in the Monterey Bay Air Quality Management Plan. Such measures include, but are not limited to, measures to reduce dependence on the automobile and encourage the use of alternate modes of transportation such as buses, bicycling and walking.*

Archaeological and Cultural Resources

- C/OS-14 The City will study the opportunities for the preservation of the stonehouse building located adjacent to Highway 218 and Highway 68.
- C/OS-15 If development of a site uncovers cultural resources, the recommendations of Appendix K, of the Guidelines for Implementation of the California Environmental Quality Act shall be followed for identification, documentation and preservation of the resource.*

* Existing policy under the March 1988
Del Rey Oaks General Plan

- C/OS-16 The City shall document and record data or information relevant to prehistoric and historic cultural resources which may be impacted by proposed development. The accumulation of such data shall act as a tool to assist decision-makers in determinations of the potential development effects to prehistoric and historic resources located within the City.*

Programs

- 27. The City will study the possibility of nominating the Stonehouse building for historic preservation programs.

Responsible Agency/Department: Administration
 Time frame: 1998
 Funding: Federal/State Grant
 Monitoring: Administration

- 28. The City and MBUAPCD shall utilize the CEQA process to identify and reduce the potentially significant adverse air quality impacts of new development.*

Responsible Agency/Department: Administration/MBUAPCD
 Time frame: Continuous
 Funding: General fund, developer fees
 Monitoring: Administration

- 29. The City shall continue to encourage the Monterey Peninsula Regional Parks District (MPRPD) to monitor the surface water quality of the Frog Pond.*

Responsible Agency/Department: MPRPD
 Time frame: Periodically
 Funding: MPRPD
 Monitoring: Administration

- 30. The City shall work with the appropriate Water Management District to develop a citywide water conservation program.

Responsible Agency/Department: Administration/WMD
 Time frame: 1998
 Funding: WMD
 Monitoring: Administration

* Existing policy under the March 1988 Del Rey Oaks General Plan

30a. The City shall work with appropriate agencies to determine the feasibility of developing additional water supply sources for Fort Ord, such as water importation and desalination, and actively participate in implementing the most viable options.

Responsible Agency/Department: City Manager
Time frame: Prior to approval of Fort Ord reuse development
Funding: Various agencies
Monitoring: Administration

30b. The City shall adopt and enforce a water conservation ordinance, which may include requirements for plumbing retrofits to reduce both water demand and effluent generation.

Responsible Agency/Department: City Manager
Time frame: Prior to approval of Fort Ord reuse development
Funding: Various agencies
Monitoring: Administration

30c. The City shall condition approval of development plans on verification of available water service for the projects.

Responsible Agency/Department: City Manager
Time frame: Prior to approval development projects
Funding: Project Applicant
Monitoring: Administration

30d. The City shall consider water conservation, reclamation and storm water detention in all new development to increase potential water supply for Fort Ord.

Responsible Agency/Department: City Manager
Time frame: Prior to approval development projects
Funding: Project Applicant
Monitoring: Administration

30e. The City shall explore sewage treatment options to enhance non-potable water supply for golf course irrigation on the Fort Ord land proposed for annexation.

Responsible Agency/Department: City Manager
Time frame: Prior to approval development projects
Funding: Project Applicant
Monitoring: Administration

30f: New development on former Fort Ord land will be serviced by the most cost-effective, water conservation and reuse oriented, sustainable approach available at the time of development.

Responsible Agency/Department:	City Manager
Time frame:	Prior to approval development projects
Funding:	Project Applicant
Monitoring:	Administration

30g: Water conservation and reuse based on environmentally sound sustainable management practices will be encouraged for new development on Fort Ord land to be annexed into the City.

Responsible Agency/Department:	City Manager
Time frame:	Prior to approval development projects
Funding:	Project Applicant
Monitoring:	Administration

V. Hazards

The Hazards section of the General Plan identifies areas subject to natural or human-made hazards, and establishes goals, policies and programs to protect people and property from their effects. The Seismic Safety Element of the General Plan was not updated as part of this project. The Seismic Safety Element was prepared in 1975 and updated in 1988. Please refer to the goals, policies and programs of the 1988 General Plan Update. This chapter also discusses ways to improve public safety and provision of public safety services.



G. Safety Element

Introduction

The Safety Element identifies potential natural and human-made hazards and provides policies, programs and standards to protect people and property from such hazards. The Seismic Safety Element of the General Plan was not updated as part of this project. The Seismic Safety Element was prepared in 1975 and updated in 1988. Please refer to the goals, policies and programs of the 1988 General Plan Update.



H. Noise Element

Introduction

The Noise Element provides policies, programs and standards to alleviate the problems associated with excessive noise. The Noise Element identifies the major sources of noise, estimate their impact on the community, and provides various methods to mitigate the impacts. The importance of noise in the planning process stems from 1) an overall increase in noise levels, 2) the spread of noise-producing activities into formerly quiet areas, and 3) greater awareness of impacts of noise on human health.

All of the elements of the General Plan are related and interdependent. The Noise Element is most closely related to the Land Use, Circulation and Housing Elements. The Noise Element identifies noise-sensitive land uses, including residential neighborhoods, schools, churches, and suggest standards that will lessen noise impacts on these land uses. The Noise Element estimates noise levels from new and existing roadways so that standards can be developed to mitigate these impacts.

How Noise is Measured

Environmental noise is frequently measured in decibels (dB). The A-weighted decibel (dBA) refers to the human ear's sensitivity to sounds of different frequencies. On this scale, the sound level of normal talking is about 60 to 65 dBA. Because people are more sensitive to night time noise, sleep disturbance usually occurs at about 40 to 45 dBA.

There are two measurement scales used to account for a person's increased sensitivity to night time noise: the community noise equivalent level (CNEL) and the day-night average level (Ldn). These scales apply the A-weighted decibel to measure the average level of noise that occurs throughout a 24-hour period. The CNEL and the Ldn apply a weighting factor to evening and night time values. To calculate the measurements, the day is divided into different time periods.

There are three variables considered when measuring sound: the magnitude, frequency, and duration. The magnitude of sound is loudness, the frequency is the number of times per second an object producing the sound vibrates, and duration is how long a steady noise occurs. Different variations of magnitude, frequency and duration can influence how noise will affect a population.

Excessive noise cannot only be undesirable but may also cause physical and/or psychological damage. The amount of annoyance or damage caused by noise is dependent primarily upon three factors: the amount and nature of the noise, the amount of ambient noise present before the impacts may be categorized as auditory or non-auditory. Auditory effects include interference with communication and, in extreme circumstances, hearing loss. Non-auditory effects include

physiological reactions such as a change in blood pressure or breathing rates, interference with sleep, adverse affects on human performance, and annoyance.

Generally, noise levels diminish as distance from the noise source increases. Some land uses are more sensitive to noise than others. Noise sensitive land uses are generally defined as residences, transient lodging, schools, hospitals, nursing homes, churches, meeting halls, office buildings, and mortuaries.

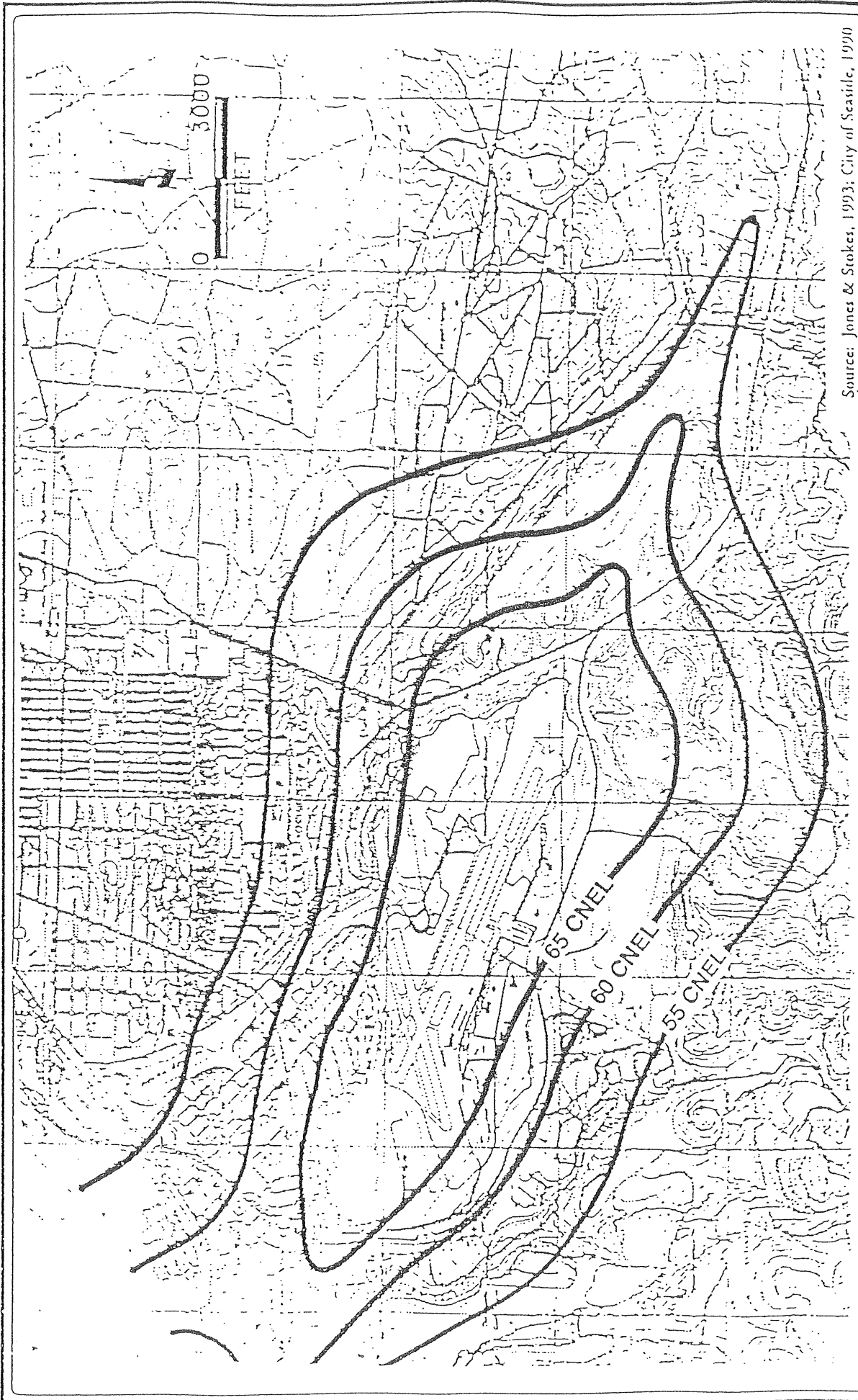
Noise Issues

The principle noise sources in Del Rey Oaks are vehicle traffic on the major roads and highways, and aircraft activity around Monterey Peninsula Airport.

Traffic noise is controlled by four major factors: speed, acceleration, road grade and road surface. As speed, acceleration and road grade increase, and as road surface worsens, vehicular noise levels will increase. Another consideration in highway noise is the escape of air between the tire treads as vehicles travel along the highways. Many four-wheel drive vehicles have large treads that produce excessive noise when traveling at high speeds.

Aircraft activity around Monterey Peninsula Airport is another significant source of noise in Del Rey Oaks. Figure 4 depicts noise contours for Monterey Peninsula Airport. The 65 CNEL contour affects the area of Del Rey Oaks from Highway 68 to North South Road. The 55-60 CNEL contour affects the area along Canyon Del Rey (Highway 218). Figure 5 depicts the Forecast 2010 CNEL 65 dB noise contour for Monterey Peninsula Airport. The 65 CNEL contour affects a smaller portion of Del Rey Oaks located on Canyon Del Rey from Highway 68 to Ryan Ranch Road. According to the Federal Aviation Regulation Part 150 Noise Compatibility Program for the airport, no residential units in Del Rey Oaks would require mitigation as a result of adoption of the Comprehensive Land Use Plan for the Monterey Peninsula Airport.

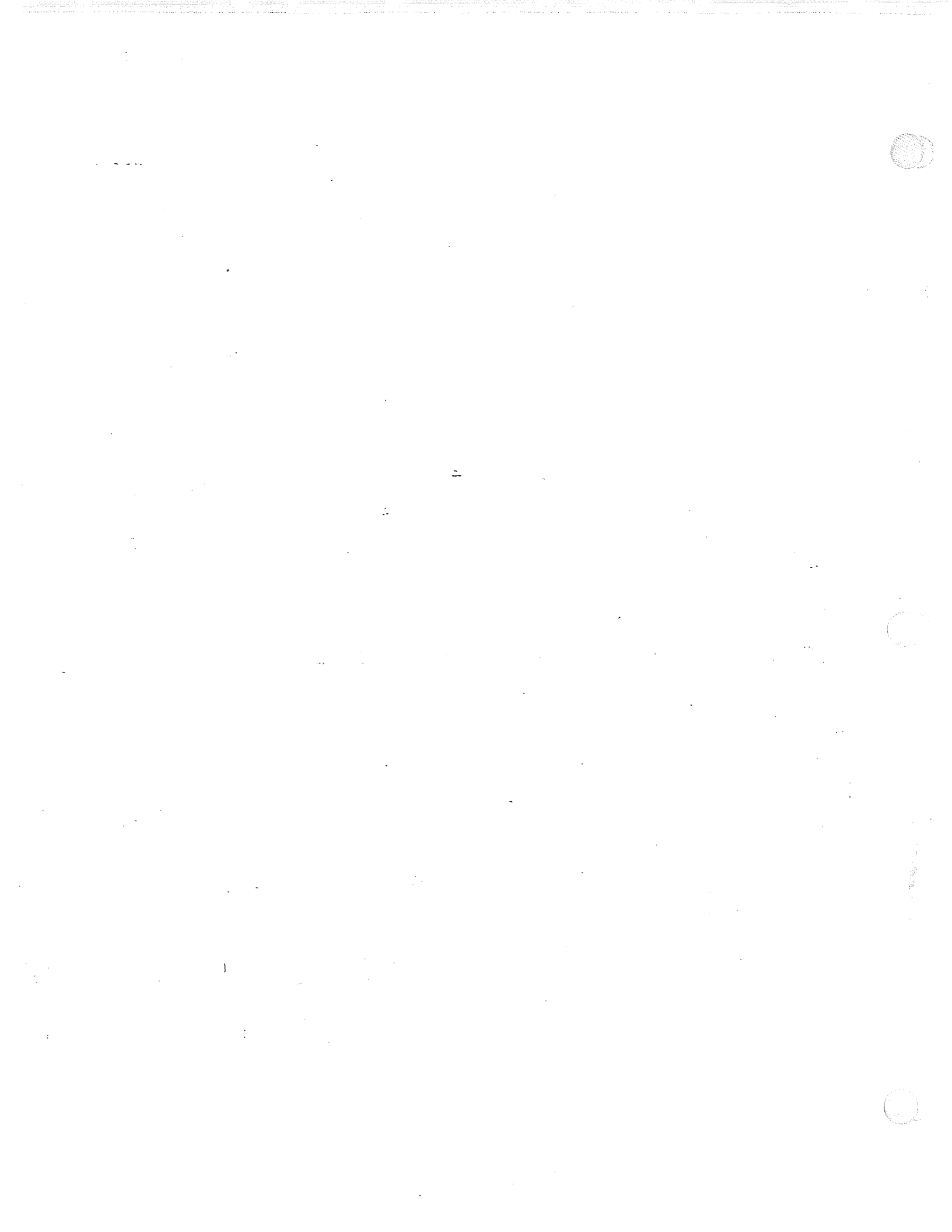
Potential stationary noise sources allowed by the 1996 General Plan Update include commercial land uses. Commercial uses generate truck traffic, such as delivery vehicles which may be left running for long periods of time.

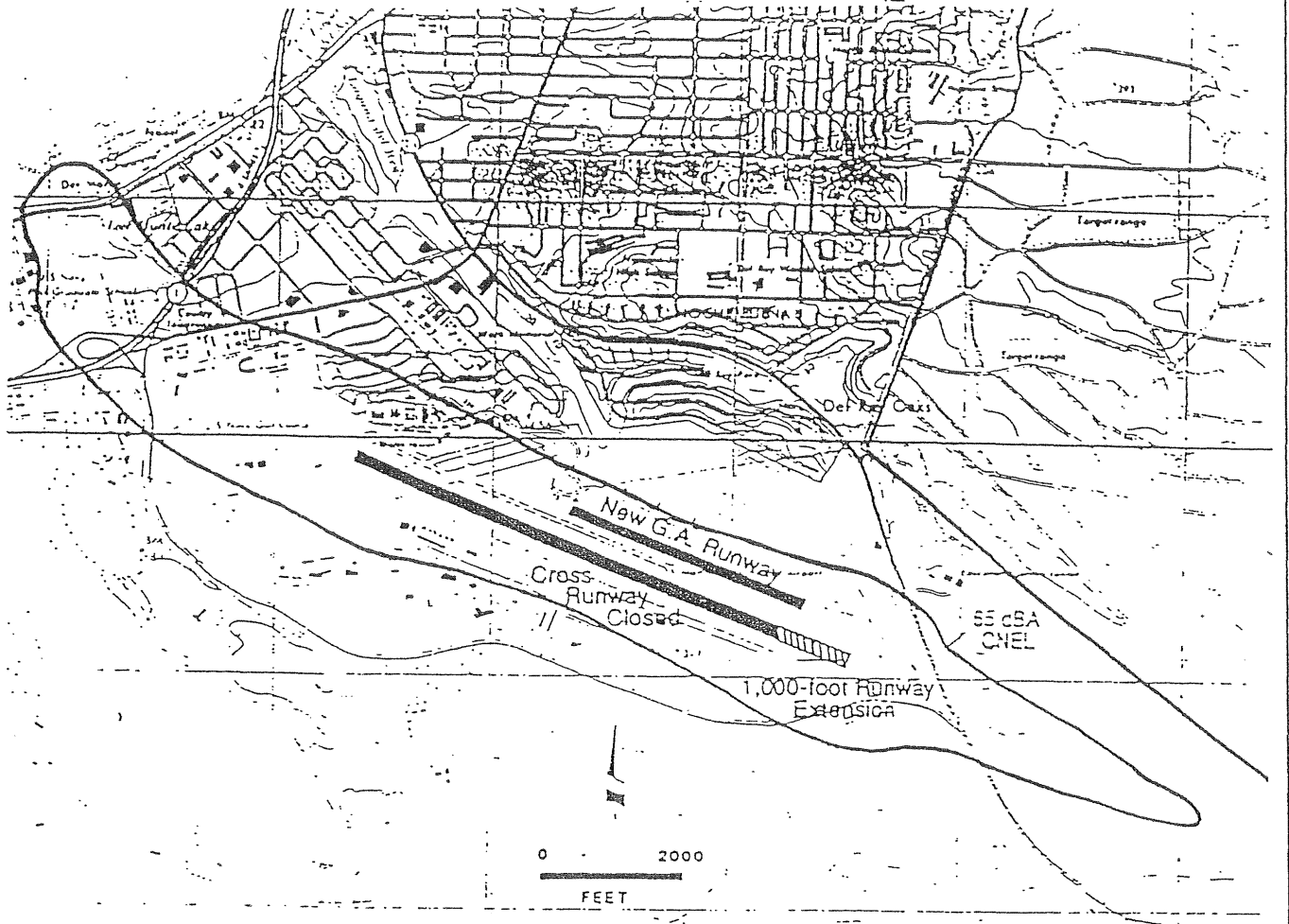


Source: Jones & Stokes, 1993; City of Seaside, 1990

1991 CNEL Noise Contours for Monterey Peninsula Airport

Figure 4





Source: Monterey Peninsula Airport District Far Part 150 Airport Noise Compatibility Program (January 1986)

Forecast Year 2010 CNEL 65dB Noise Contour
for Monterey Peninsula Airport

Figure
5



Noise Goals, Policies and Programs

Goals

1. Protect citizens from exposure to excessive levels of noise.
2. Encourage a reduction in aircraft noise impact on the City of Del Rey Oaks to levels specified by State noise standards (65 db) and require adequate sound proofing in new construction.
3. Minimize the impact of street, road and highway generated noise upon land uses in the City of Del Rey Oaks.
4. Evaluate land uses in the city for compatibility related to noise effects and require, as appropriate, mitigation where harmful effects can be identified and measurable improvements will result.

Policies

- N-1 Strong support shall be given to:
- a. proposals for restricting the use of high noise emitting aircraft;
 - b. State and Federal regulations to quiet jet engines;
 - c. reduction in flight frequency, particularly in the most noise sensitive time periods;
 - d. maintenance of restrictions on nighttime flights;
 - e. use of approach and departure flight paths that minimize noise over residential areas of the City;
 - f. use of the natural terrain, buildings and landscape buffers to shield noise emitted to residential areas; and
 - g. Runway 6-24 should not be used due to noise and safety impacts of nearby residents.*
- N-2 The City shall encourage the Airport District to continue to install a noise monitoring system that will provide information for setting local noise standards and provide a means of evaluating the effectiveness of noise abatement strategies.*
- N-3 Emphasis shall be placed upon the reduction of noise through administrative and physical techniques, such as cluster zoning, Building Code regulations (soundproofing, acoustical construction techniques), Health Code regulations, City Planning Commission review

* Existing policy under the March 1988
Del Rey Oaks General Plan

(acoustical architectural design, acoustical site planning, berms, landscape buffers) and Environmental Impact reporting.*

- N-4 Noise/land use compatibility shall be considered impacted if exposed to noise levels on the exterior of a building that exceeds 65 dB, and on the interior of a building exceeds 45 dB.*
- N-5. Any future improvements to Canyon Del Rey must include noise attenuation measures to ensure that resultant indoor and outdoor noise levels are within recommended acceptable levels for residential land use.*
- N-6 The City will work with the Monterey Peninsula Airport District to minimize the noise impacts of the proposed increase in airport operations and changes in different types of aircraft will not be supported by the City.

Programs

- 31. The City will enforce the standards contained in the Noise Element.

Responsible Agency/Department: Administration, Police Department
 Time frame: Ongoing
 Funding: General Fund
 Monitoring: Administration

- 32. The City will work with the Airport District to ensure that they provide a noise insulation and avigation easement program for noise sensitive land uses located within the CNEL 65-70.

Responsible Agency/Department: Administration
 Time frame: Ongoing
 Funding: Airport District
 Monitoring: Administration

- 33. The City will require an acoustical analysis of sites proposed for residential development and other development that may be affected by airport related noise.

Responsible Agency/Department: Administration
 Time frame: Prior to Building Permit
 Funding: Applicant
 Monitoring: Administration

* Existing policy under the March 1988 Del Rey Oaks General Plan

VI. Implementation

The process of implementing or carrying out the goals, policies and programs contained in the Del Rey Oaks General Plan Update will require the completion of a series of steps. The implementation process will begin with the formal adoption of the plan itself by the City Council after completion and certification of an environmental impact report (EIR). The EIR will identify the environmental consequences that will likely result if further land use and development occur in Del Rey Oaks as envisioned in the General Plan Update. The next step will be for the City to initiate amendments to its zoning ordinance and zoning map to incorporate the changes outlined in the plan.

At the conclusion of this process, the plan will be carried out through the review and approval of commercial development in accordance with the goals, policies, and programs of the plan, and the establishment of new public services, facilities and infrastructure recommended by the plan.

The plan also identifies a number of desirable objectives to be achieved in the next twenty years. These objectives represent measurable milestones by which the success of the plan can be periodically evaluated.

Interpreting the General Plan Update

The entire text of this document and Land Use Element Map which accompanies it constitutes the Del Rey Oaks General Plan. Rezoning of parcels to a higher intensity of use consistent with the land use designation on the Land Use Element Map will require that an appropriate application be filed with the City. This will ensure that the proposal can be reviewed and appropriately conditioned so as to carry out the overall purposes and intent of this plan, and to preserve, protect and perpetuate the existing scale, design and small town character of Del Rey Oaks.

The wide range of complexity of subject matter covered by the General Plan Update is certain to generate questions of interpretation. As questions arise, the City can interpret the Plan and/or refer the matter to the Planning Commission. Interpretations made by the Planning Commission may be appealed to the City Council.

The word "general" is a key to understanding the nature of the plan's policies and programs. It implies overall agreement on major issues without a straight jacket of inflexibility; it implies variation and encourages innovation while working toward the achievement of common goals; and it implies the need for adjustment of policies and proposals as changing conditions may dictate. While not inflexible, neither is the plan to be viewed as totally malleable so as to accommodate whatever position or policy may be sought through interpretation.

A properly administered general plan demand that the rule of "reasonableness" be applied to permit flexibility, variation and adjustment as long as the integrity of basic policies and proposals is maintained.

Achieving Zoning Consistency with the General Plan

State Law requires the City's zoning ordinances and zoning maps be consistent with the policies and programs of the General Plan. In order to fulfill these requirements and give the City the types of zoning districts and procedural regulations as needed, a high priority of the City after adoption of the plan should be to draft a revision of its zone map and any amendments to the ordinance necessary to fully carry out the provisions of the General Plan.

Annexations to the City

The General Plan designates land beyond the current city limits at Fort Ord for future urban development. When evaluating the appropriateness of future annexations to the City, the following criteria should be considered:

1. The costs and capability of providing adequate public facilities and the levels of government services required.
2. The effects on adjacent areas, on mutual social and economic interests, and on the government structure of the City.
3. Conformity with LAFCO policies which seek efficient patterns of urban development, including encouraging the guiding of urbanization away from existing productive agricultural lands and encouraging development of existing vacant or non-prime lands within the existing urban area before allowing development outside the current boundaries.

Implementation Strategy and Annual Report

Amendments to the State Planning and Zoning Law (effective January 1, 1985), require a systematic approach to General Plan implementation. Section 65400 of the Government Code requires the City to investigate and recommend to the City Council

“...reasonable and practical means for implementing the General Plan or elements of the General Plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open space land and natural resources, and the efficient expenditure of public funds relating to subjects addressed in the General Plan.”

The law further requires the City Council to receive an annual report on the status of the General Plan and progress toward its implementation.

The requirement seeks to avoid the often fragmented and incomplete attention to plan implementation that has characterized the actions of some cities and counties. The most common practices have been to respond to requests for plan amendments and zoning applications, to prepare a capital improvement program, and to undertake special projects as desired.

Amendments and Updates

State law allows the General Plan to be amended four times per calendar year. Individual amendments may be initiated by the public, as for a specific development project, or by staff, the Planning Commission or the City Council. The Planning Commission must review and make a recommendation to the City Council on all proposed changes to the General Plan. The City Council must decide all General Plan amendments.

To respond to change and continue to adequately address the needs of the residents of Del Rey Oaks, a comprehensive revision or update may be needed from time to time. Although State law does not set a specific time frame for such a comprehensive update (except for the Housing Element which must be updated at least every five years), the objectives of the Plan should be reviewed annually to determine the progress toward achievement of the goals described therein.

Implementation Goals, Policies and Programs

Goal

1. To provide for the ongoing administration and implementation of the General Plan.

Policies

- I-1 The City shall periodically review and update the General Plan when necessary to meet the changing needs of the community.
- I-2 In accordance with State law, the General Plan shall be amended no more than four times per year. Each amendment may include more than one change to the Plan.
- I-3 The City shall review and amend as necessary the Zoning Ordinance, Subdivision Ordinance and other applicable development regulations to ensure continued consistency with the General Plan.

Programs

34. The Planning Commission shall review the General Plan annually and report to the City Council on actions undertaken to carry out the implementation programs of the Plan. The Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code Section 21081.6 (CEQA) that requires a mitigation monitoring program.

Responsible Agency:	Administration
Time frame:	Ongoing
Funding:	General Fund
Monitoring:	Administration

35. The City shall review and amend as necessary the Zoning Ordinance, Subdivision Ordinance and other applicable development regulations to ensure continued consistency with the General Plan.

Responsible Agency:	Administration
Time frame:	Ongoing
Funding:	General Fund
Monitoring:	Administration