

County of Monterey

Government Center - Board Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901



Meeting Agenda - Final

Special Meeting

Wednesday, June 5, 2024

9:00 AM

Monterey County Planning Commission

The Recommended Action indicates the staff recommendation at the time the agenda was prepared. That recommendation does not limit the Planning Commission alternative actions on any matter before it.

In addition to attending in person, public participation will be available by ZOOM and/or telephonic means:

You may participate through ZOOM. For ZOOM participation please join by computer audio at: <https://montereycty.zoom.us/j/98927822741>

OR to participate by phone call any of these numbers below:

- + 1 669 900 6833 US (San Jose)
- + 1 346 248 7799 US (Houston)
- + 1 312 626 6799 US (Chicago)
- + 1 929 205 6099 US (New York)
- + 1 253 215 8782 US
- + 1 301 715 8592 US

Enter this Meeting ID number 989 2782 2741 when prompted.

PLEASE NOTE: IF ALL COMMISSIONERS ARE PRESENT IN PERSON, PUBLIC PARTICIPATION BY ZOOM IS FOR CONVENIENCE ONLY AND IS NOT REQUIRED BY LAW. IF THE ZOOM FEED IS LOST FOR ANY REASON, THE MEETING MAY BE PAUSED WHILE A FIX IS ATTEMPTED BUT THE MEETING MAY CONTINUE AT THE DISCRETION OF THE CHAIRPERSON.

If you choose not to attend the Planning Commission meeting in person, but desire to make general public comment, or comment on a specific item on the agenda, you may do so in two ways:

- a. Submit your comment via email by 5:00 p.m. on the Tuesday prior to the Planning Commission meeting. Please submit your comment to the Clerk at phearingcomments@co.monterey.ca.us . In an effort to assist the Clerk in identifying the agenda item relating to your public comment please indicate in the Subject Line, the meeting body (i.e. Planning Commission Agenda) and item number (i.e. Item No. 10). Your comment will be placed into the record at the meeting.
- b. You may participate through ZOOM or telephonically. For ZOOM or telephonic participation please join by computer audio using the links above.

DOCUMENT DISTRIBUTION: Documents related to agenda items that are distributed to the Planning Commission less than 72 hours prior to the meeting shall be available for public inspection at the meeting the day of the Planning Commission meeting and in the Housing and Community Development Office located at 1441 Schilling Place, 2nd Floor, Salinas California. Documents submitted in-person at the meeting, will be distributed to the Planning Commission. All documents

submitted by the public at the meeting the day of the Planning Commission must have no less than sixteen (16) copies. Comments received after the agenda item will be made part of the record if received prior to the end of the meeting.

ALTERNATIVE FORMATS: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132) and the federal rules and regulations adopted in implementation thereof. For information regarding how, to whom and when a person with a disability who requires a modification or accommodation in order to participate in the public meeting may make a request for disability-related modification or accommodation including auxiliary aids or services or if you have any questions about any of the items listed on this agenda, please call the Monterey County Housing and Community Development at (831) 755-5025.

INTERPRETATION SERVICE POLICY: The Monterey County Planning Commission invites and encourages the participation of Monterey County residents at its meetings. If you require the assistance of an interpreter, please contact the Monterey County Housing and Community Development Department by phone at (831) 755-5025. The Clerk will make every effort to accommodate requests for interpreter assistance. Requests should be made as soon as possible, and at a minimum 24 hours in advance of any meeting.

NOTE: All agenda titles related to numbered agenda items are live web links. Click on the title to be directed to the corresponding staff report and associated documents.

PUBLIC COMMENT: Members of the public may address comments to the Planning Commission concerning each agenda item. The timing of public comment shall be at the discretion of the Chair.

La medida recomendada indica la recomendación del personal en el momento en que se preparó la agenda. Dicha recomendación no limita las acciones alternativas de la Comisión de Planificación sobre cualquier asunto que se le haya sometido.

Además de asistir en persona, la participación del público estará disponible por ZOOM y/o medios telefónicos:

Puede participar a través de ZOOM. Para la participación de ZOOM, únase por computadora en: <https://montereycty.zoom.us/j/98927822741>

O para participar por teléfono, llame a cualquiera de estos números a continuación:

- + 1 669 900 6833 US (San Jose)
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- + 1 253 215 8782 US
- + 1 301 715 8592 US

Presione el código de acceso de reunión: 989 2782 2741 cuando se le solicite.

TENGA EN CUENTA: SI TODOS LOS COMISIONADOS ESTÁN PRESENTES EN PERSONA, LA PARTICIPACIÓN PÚBLICA DE ZOOM ES SOLO POR CONVENIENCIA Y NO ES REQUERIDA POR LA LEY. SI LA TRANSMISIÓN DE ZOOM SE PIERDE POR CUALQUIER MOTIVO, LA REUNIÓN PUEDE PAUSARSE MIENTRAS SE INTENTA UNA SOLUCIÓN, PERO LA REUNIÓN PUEDE CONTINUAR A DISCRECIÓN DEL PRESIDENTE DE LA REUNIÓN.

Si decide no asistir a la reunión de la Comisión de Planificación en persona, pero desea hacer comentarios públicos generales o comentar sobre un tema específico de la agenda, puede hacerlo de dos maneras:

- a. Envíe su comentario por correo electrónico antes de las 5:00 p.m. del martes anterior a la reunión de la Comisión de Planificación. Por favor, envíe su comentario al asistente de la Comisión de Planificación a: phearingcomments@co.monterey.ca.us . En un esfuerzo por ayudar al asistente a identificar el tema de la agenda relacionado con su comentario público, indique en la Línea de Asunto, la audiencia de la reunión (ejemplo, la Junta de la Comisión de Planificación) y número de artículo (ejemplo, artículo n.º 10). Su comentario se incluirá en el registro de la reunión.**
- b. Puede participar a través de ZOOM o telefónicamente. Pará ZOOM o participación telefónica, únase por audio de computadora utilizando los enlaces anteriores.**

DISTRIBUCIÓN DE DOCUMENTOS: Los documentos relacionados con los temas de la agenda que se distribuyan a la Comisión de Planificación menos de 72 horas antes de la reunión estarán disponibles para inspección pública en la reunión el día de la reunión de la Comisión de Planificación y en la Oficina de Vivienda y Desarrollo Comunitario ubicada en 1441 Schilling Place, 2nd Floor, Salinas California. Los documentos presentados en persona en la reunión se distribuirán a la Comisión de Planificación. Todos los documentos presentados por el público en la reunión del día de la Comisión de Planificación deben tener no menos de dieciséis (16) copias. Las observaciones recibidas después del tema del programa pasarán a formar parte del acta si se reciben antes de que finalice la sesión.

FORMATOS ALTERNATIVOS: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las reglas y regulaciones federales adoptadas en implementación de la misma. Para obtener información sobre cómo, a quién y cuándo una persona con una discapacidad que requiere una modificación o adaptación para participar en la reunión pública puede hacer una solicitud de modificación o adaptación relacionada con la discapacidad, incluidas las ayudas o servicios auxiliares, o si tiene alguna pregunta sobre cualquiera de los temas enumerados en esta agenda, llame al Departamento de Vivienda y Desarrollo Comunitario del Condado de Monterey al (831) 755-5025.

POLÍZA DE SERVICIO DE INTERPRETACIÓN: Los miembros de la Comisión de Planificación

del Condado de Monterey invita y apoya la participación de los residentes del Condado de Monterey en sus reuniones. Si usted requiere la asistencia de un intérprete, por favor comuníquese con el Departamento de Vivienda y Desarrollo Comunitario localizado en el Centro de Gobierno del Condado de Monterey, (County of Monterey Government Center), 1441 Schilling Place, segundo piso sur, Salinas – o por teléfono al (831) 755-5025. La asistente hará el esfuerzo para acomodar los pedidos de asistencia de un intérprete. Los pedidos se deberán hacer lo más pronto posible, y no más de lo mínimo de 24 horas de anticipo para cualquier reunión.

NOTA: Todos los títulos de la agenda relacionados con los puntos numerados de la agenda son enlaces web en vivo. Haga clic en el título para dirigirse al informe del personal correspondiente y los documentos asociados.

COMENTARIO PÚBLICO: Los miembros del público pueden dirigir comentarios a la Comisión de Planificación sobre cada punto del orden del día. El momento de los comentarios públicos será a discreción del presidente.

NOTE: All agenda titles related to numbered items are live web links. Click on the title to be directed to corresponding Staff Report.

PUBLIC COMMENT: Members of the public may address comments to the Planning Commission concerning each agenda item. The timing of public comment shall be at the discretion of the Chair.

9:00 A.M. - CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

Christine Shaw
Paul C. Getzelman
Ramon Gomez
Ernesto G. Gonzalez
Ben Work
Francisco Javier Mendoza
Martha Diehl
Amy Roberts
Etna Monsalve
Katharine Daniels

PUBLIC COMMENTS

This is a time set aside for the public to comment on a matter that is not on the agenda.

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

The Commission Clerk will announce agenda corrections, deletions and proposed additions, which may be acted on by the Planning Commission as provided in Sections 54954.2 of the California Government Code.

COMMISSIONER COMMENTS AND REQUESTS

This is a time set aside for the Commissioners to comment or request a matter that is on or not on the agenda.

9:00 A.M. – SCHEDULED MATTERS

REF220020 - GENERAL PLAN HOUSING ELEMENT SIXTH CYCLE UPDATE

Public workshop to consider the Draft Housing Element Sixth Cycle Update.

Project Location: Unincorporated County of Monterey

Proposed CEQA Action: Statutory Exemption pursuant to Section 15262 of the California Environmental Quality Act (CEQA) Guidelines.

Attachments: [Staff Report](#)
 [Exhibit A - Link to County of Monterey Draft Housing Element Sixth Cycle Update \(2023-2031\):](#)
 www.countyofmonterey.gov/home/showdocument?id=131689
 [Exhibit B - Public Correspondence](#)

DEPARTMENT REPORT

ADJOURNMENT



County of Monterey

Item No.

Board Report

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Legistar File Number: PC 24-063

June 05, 2024

Introduced: 5/31/2024

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

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RECOMMENDATION:

Staff recommends that the Planning Commission:

- a. Receive a presentation on the Draft Housing Element Sixth Cycle Update;
- b. Conduct a public workshop to review and receive public input regarding the Draft Housing Element Sixth Cycle Update; and
- c. Provide direction to staff.

SUMMARY:

On May 6, 2024, the County released its draft Sixth Cycle Housing Element (HEU6) for public review with the original comment period end date of June 6, 2024 (See Exhibit 1). During the public review period, the Planning Commission (Commission) conducted a public workshop on May 15, 2024 (File No. PC 24-055). The Commission continued the workshop to June 5, 2024, to allow more time for review of the draft HEU6 and to consider options and address questions and comments about the draft HEU6. On May 6th the Commission also requested that the Board of Supervisors (Board) delay consideration of the draft HEU6 and submittal to the California Department of Housing and Community Development (CA HCD) to allow more time to consider public feedback and make responsive edits to the draft to reflect the feedback. In response to the Commission, staff prepared a request for the Board to consider continuing the originally planned June 4, 2024 housing element workshop to a date certain of June 11, 2024, and extended the public review period for the draft HEU6 through June 11th.

The continued Planning Commission workshop on June 5, 2024, will begin with staff presenting a recap of what staff heard from the Commission and public at the May 6th workshop and response to certain specific questions and data requests that were made. Key issues and questions raised included, but were not limited to:

- Review of other county jurisdictions' sites inventory methodology and housing element programs and policies;
- Review of County of Monterey's track record with affordable housing implementation including certain data concerning the County's inclusionary housing ordinance (Chapter 18.40)

of the Monterey County Code);

- Consider alternative sites inventory methodologies with the goal of reducing the number of sites including eliminating sites that are not near existing development and/or services as well as reducing the overall housing units planned for to reduce buffers for all categories to better align with the type of housing that is needed and affordable to the County's residents and work force;
- Consider options for policies and programs that will better assist the County incentivize and support the desired types of housing development that is higher density and offers deeper affordability (via deed restriction or by design), including options for incentives packages for development that meets certain desired affordability and/or density (or affordable by design) goals; and
- Develop a HUE6 executive summary that better consolidates the take-homes from the document and is more digestible for the public.

On May 20, 2024, the Board of Supervisor's Health, Housing, and Human Services Committee and the County's Housing Advisory Committee conducted a joint public workshop where public comment echoed the desire to consider an alternative approach to sites identification and more refinement of the policies and programs in the draft HEU6.

Staff met with CA HCD on May 22, 2024 to discuss questions and options for responding to public comment. In summary, CA HCD staff is supportive of efforts to revise the draft prior to submitting for their review; no additional public review and comment period is required if the draft is revised in response to comments; and CA HCD desires to see the justification for methodologies and assumptions proposed in the County's plan. In addition, since the May 6th workshop staff has researched other similar jurisdictions for sites inventory approach and programs/policies and has conducted an in-depth review of the proposed opportunity sites and methodology and developed some options for consideration. At the Commission's June 5th workshop, staff will walk through its research findings, options for sites identification and unit allocation methodology, program and policies, and will also be prepared facilitate a detailed discussion with the Commission. At the close of the workshop, staff looks to the Commission for recommended amendments and next steps for the draft HEU6 for the Board's consideration. Staff will convey the Commission's recommendations to the Board at its June 11, 2024 workshop for consideration and direction.

The County is in the public review and comment period on the Draft HEU6 and is seeking input from as many people in our community as we can reach. Staff maintains a list of interested parties who, upon request, are notified of engagement opportunities and public meetings. Written comments and questions about the HEU6 effort continue to be accepted. Requests for notice or any comments and questions have been directed to GeneralPlanUpdates@co.monterey.ca.us which is monitored by several County staff, and to Jaime Guthrie at GuthrieJS@countyofmonterey.gov or by phone at (831) 796-6414.

Next Steps

After reviewing public comment and receiving direction from the Commission and Board, pursuant to that direction staff will incorporate feedback, as appropriate, to the draft HEU6 and submit the draft HEU6 for the initial CA HCD review which is anticipated to take up to 90 days. The anticipated timeline to attain state certification is as follows:

- June 2024 - HEU6 Workshops with the Planning Commission (June 5, 2024) and Board of Supervisors (June 11, 2024)
- Summer 2024 - Actual timeline will depend on direction from the Commission and Board as well as the magnitude of any modifications to the draft HEU6
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 - July/August - Notice of Preparation (NOP) of PEIR for 30-day public review period and response to data request from consultant.
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- Fall/Winter 2024-25
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 - Re-zone sites determined in the final HEU6 sites inventory.
 - Board of Supervisors certify Final PEIR and adopt HEU6.
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ENVIRONMENTAL REVIEW:

Proposed Statutory Exemption

Pursuant to Section 15262 of the CEQA Guidelines, this presentation and workshop are statutorily exempt as early discussion on possible future actions that do not involve a commitment to a project.

Programmatic Environmental Impact Report

Pursuant to California Government Code section 65584(a)(2), the County has a mandate to remove governmental barriers to housing production. Preparation of a Programmatic Environmental Impact Report (PEIR) is a reasonable action to complement the suite of programs in the Housing Plan chapter

designed to simplify the process for development of housing through the planning period 2023-2031. Opportunity sites within the HEU6 will be analyzed in the PEIR for potential environmental impacts under CEQA. Environmental analysis in the PEIR will contemplate the potential effects of the HEU6 on County resources at a programmatic level.

Future project-specific environmental review for sites analyzed as part of the PEIR “shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.” (Public Resources Code (PRC) section 21083.3(b)).

OTHER AGENCY INVOLVEMENT:

Multiple County departments are involved in the development of the General Plan Housing Element Sixth Cycle Update including the Health Department’s Environmental Health Bureau and its Planning, Evaluation and Policy Unit; Civil Rights Office; County Administrative Office’s Sustainability Program, Homeless Services, and Office of Community Engagement and Strategic Advocacy; Department of Emergency Management; Department of Social Services; and the Public Works, Facilities and Parks Department.

Prepared by: Jaime Scott Guthrie, AICP, Senior Planner 831-796-6414

Approved by: Melanie Beretti, AICP, Acting Chief of Planning 831-755-5285

Approved by: Craig W. Spencer, HCD Director

The following attachments are on file with HCD:

Exhibit A - Link to County of Monterey Draft Housing Element Sixth Cycle Update (2023-2031)

www.countyofmonterey.gov/home/showdocument?id=131689

Exhibit B - Public Correspondence



County of Monterey Planning Commission

Item No.1

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Agenda Item No. 1

June 05, 2024

Legistar File Number: PC 24-063

Introduced: 5/31/2024

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

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Prepared by: Jaime Scott Guthrie, AICP, Senior Planner 831-796-6414

Approved by: Melanie Beretti, AICP, Acting Chief of Planning 831-755-5285

Approved by: Craig W. Spencer, HCD Director

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Exhibit A - Link to County of Monterey Draft Housing Element Sixth Cycle Update (2023-2031)

www.countyofmonterey.gov/home/showdocument?id=131689

Exhibit B - Public Correspondence

Exhibit A

The County of Monterey Draft
Housing Element Sixth Cycle Update
(2023-2031) can be found at the
following link:

[https://www.countyofmonterey.gov/
home/showdocument?id=131689](https://www.countyofmonterey.gov/home/showdocument?id=131689)

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Exhibit B

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From: [Linda Smith](#)
To: [293-pchearingcomments](#)
Cc: [100-District 1 \(831\) 647-7991](#); [100-District 2 \(831\) 755-5022](#); [100-District 3 \(831\) 385-8333](#); [100-District 4 \(831\) 883-7570](#); [100-District 5 \(831\) 647-7755](#)
Subject: comments for June 4 RHNA hearing
Date: Wednesday, May 29, 2024 11:02:22 AM
Attachments: [Monterey County HE.docx](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

I am homeowner in Monterey County. My comments are attached

May 29, 2024

Attn: Planning Commission Members

pchearingcomments@co.monterey.ca.us

district1@co.monterey.ca.us

district2@co.monterey.ca.us

district3@co.monterey.ca.us

district4@co.monterey.ca.us

The draft Housing Element plan submitted to meet RHNA criteria fails both its statutory mandates and its own administrative protocols.

Parcels may be included if and only if they are both “suitable” and “available” per Government Code (GC) section 6558. Parcels may not be listed because someday and somehow they might become available to complete development within the 8 year statutory period.

Here, over 10,000 units are to be developed to meet a need of 1269 units. The state has not declared that Monterey County must plan for 10,000 units, generating a surplus over scientifically determined estimates that only 1269 “affordable” units are needed. Monterey County does not need 8800 surplus middle/higher income units.

And, the 10,000 units are not “available” simply because the development requires speculative and currently unknown financial commitments from private parties yet to be determined and public financing yet to be committed. This is particularly true with regard to sites 1-4 and 61-68 in the “south of airport” area. Also, how can land be “available” when there are existing homes that have to be acquired through undefined means and timelines and then razed for construction.

The other requirement, “suitability” is being virtually ignored. No parcel is suitable without water, and there is a moratorium in place for installation of new meters. The fact that there “might” be additional water available during the next 8 years does not make the parcel presently “suitable.”

“Suitability” further requires the Housing Element to address “potential” or “actual” government constraints. The most obvious government constraint is whether or not any parcel will survive the statutory permitting process. There is glaringly no discussion of how any parcel will meet permitting requirements. Sites 1-4 and 61-68 have significant environmental impacts due to the presence of wetlands, animal corridors, fire hazards, access to fire stations, and traffic safety. It is galling to think that roughly 750 additional cars can evacuate onto highway 68 in case of wildfire or other emergency.

Overall the governing statute wants the inventory in the Housing Element to have a “realistic and demonstrated potential for redeveloping during the planning period.” Without a concrete plan for public and private financing, and there is none, building 10,000 units to get 1269 “affordables” is a pipedream. I suggest that the flaw is really that the state is burdening the cities and counties, yet not providing the financing, both public and private, to get the job done.

Administratively, the lack of inclusiveness in this draft Housing Element is profound. Lots of meetings with developers but none with homeowners. And, this letter is not actually going to be considered, is it? It just goes in a file sent to Sacramento along with the approved Housing Element.

From: andrew.hawryluk
 To: 293-pchearingcomments
 Subject: comments for the JUNE 5 PLANNING COMMISSION SPECIAL MEETING ON THE RHNA PLAN
 Date: Wednesday, May 29, 2024 8:05:55 PM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

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The Potential Long-Term Effects of the Proposal

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While we can always build more units than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is very simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! Director Spenser confirmed this at the May 15, 2024 meeting and further stated that “it is difficult to reverse zoning decisions.” While we may think that the Planning Commission can control the number of units built through the permitting process, the State is already planning to move local control of RHNA identified sites to the State’s HCD. Telling the State that we need 10,000 homes will virtually guarantee that permits for more housing than we need will eventually be approved.

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The County needs to investigate other funding mechanisms such as vouchers, low-income housing tax credits, property tax increases and grants. The 80/20 rule (the IHO rule) simply leads to gross overbuilding of unneeded higher income housing and a monstrous environmental impact.

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Commissioners Daniels and Diehl point out that, for the past several decades, the County has been using the Inclusionary Housing Ordinance (IHO) as a method to fund the building of Affordable Housing. Both commissioners pointed out that this program has been an abject failure. It has failed to build the affordable housing that we need. There must be a better way to achieve the construction of 1100 affordable housing units (for the low and extremely low income categories) without destroying the community that we love. At the May 15 meeting, Commissioner Diehl said: we “cannot support going forward with the IHO as it exists now as a basis for identifying the number of sites as we see here.”

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The Staff seems to be proud that their survey of our County included 532 respondents. This represents approximately 0.1% of our population (one person per 1000!). How can the County base policy and procedures with such a low turnout?

This was not a transparent effort. It seems to have been designed to hide the activities of the staff and their consultants from the community, and particularly the tax-paying property owners of the county.

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This proposal fails on all three counts.

Furthermore, the proposal fails miserably on infrastructure requirements.

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Provide in the analysis a general description of any known environment or other features (floodplains, protected wetlands, oak tree preserves, very high fire hazard severity zones) that have the potential to impact the development viability of the identified sites.....The analysis must demonstrate that the existence of these features will not preclude development of the sites identified in the planning period at the projected residential densities/capacities.

and

Determine if parcels included in the inventory, including any parcels identified for rezoning, have sufficient water, sewer and dry utilities available and accessible to support housing development or whether they are included in an existing general plan program or other mandatory program plan...

The Staff’s proposal fails on both requirements. Sites with floodplains, protected wetlands, oak tree preserves, and very high fire hazard are included in the proposal. Furthermore, sites without water resources, sewers etc., are also included. These sites need to be removed from the proposal.

Objections to sites 1-4 and 61-68 in the “South of Airport” vicinity

Taken together these sites have a capacity of 1835 units in the RHNA proposal. This is approximately 20% of the entire County’s proposal. If this were to be completed, a fair estimate for the population of the proposed South of Airport housing would be approximately 3700 people, all located within 110 acres (according to the proposal), which is 0.17 square miles. This is a population density of over 19,000 people/sq mile. In comparison, the population density of the City of Monterey is only 3,285 people/sq mile. In fact, the proposed South of Airport housing would have a higher population density than the city of San Francisco (18,633 people/sq mile).

The negative impact on the environment cannot be overstated.

There are numerous problems with the proposal for these sites. Specifically, regarding Sites 61-68:

- a. These sites will account for 417 housing units.
- b. The proposal is to remove existing houses to build affordable housing. The text regarding several of these seven sites says: “*The existing development (house) at this site is assumed to be removed for higher density housing development to occur.*” Has the staff informed the homeowners and residents that the County is considering removing them from their properties?
- c. The entrances and exits from these properties are single lane roads (not larger than a driveway and can only accommodate a single car in one direction) directly onto HW68. In case of an emergency, how are approximately 750 cars going to exit using a single lane driveway onto Highway 68?

Regarding all 12 sites in the “South of Airport” area (sites 1-4 and 61-68):

All sites fail on AB 1397 “realistic sites”. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- Environmentally sensitive area: The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:
 - a. Preserving the cultural importance of the land to the Ohlone/Costanoan-Esselen Nation.
 - b. The wetlands conserved on this property trap sediment, improve water quality and decrease the flood risk for the downstream communities along the Canyon Del Rey watershed. These ecosystem benefits will help reduce climate change impacts related to increased storm flows of water and sediment.
 - c. The wetlands also help to sequester carbon, and the property’s location in a wildlife corridor will allow species to move across landscapes to find food, water and shelter.
 - d. Proper management of this land will reduce wildfire risk for the surrounding wildland urban interface of Monterey and Del Rey Oaks.
 - e. By preventing potential development, the BSLT is protecting important habitats that are part of a valuable wildlife corridor. Deer, coyote, mountain lions and black bears have been spotted on the land.
 - f. This preservation supports the State’s 30×30 goals of protecting 30% of California lands and waters by 2030
- Water: Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1800 units on the South of Airport sites? As stated in the proposal, water treatment is expensive. *A more realistic approach would be to focus on fewer locations and where water is already available.* This can be achieved by focusing on redevelopment of existing buildings and converting them into affordable housing units (as has been done in Salinas at the Rabobank project).
- Traffic: Traffic on HW 68 is already congested. Bringing affordable housing closer to jobs is certainly the correct approach but doing so by gridlocking HW 68 is not reasonable. The additional units proposed for the “South of Airport” area (1835 total units) would add over 3500 cars to the intersection of HW 68 with Olmsted Road and Josselyn Canyon Road. Gridlocking HW 68 at Olmsted Road would severely impact ingress and egress to and from Monterey Regional Airport, an economic lifeline to the County. Furthermore, in case of an emergency, it would be impossible to exit these properties.
- Air quality: The congested traffic will cause significant deterioration in local air quality, both to onsite residents of the new development and to nearby existing populations. The specific pollutants of public health concern are sulfur dioxide, oxides of nitrogen, carbon monoxide and carbon fiber from tires. Approximately 20,000 deaths per annum occur in the United States from these air pollutants. The additional pollutants will certainly decrease the health of this community.
- Fire hazard: This area is in a “high fire danger zone” and is adjacent to an “extremely high fire danger zone.” At present, it is virtually impossible to obtain fire insurance for most houses in the area. Homeowners and residents in this area will have to bear the burden of self-insuring but affordable housing is for low-income households who cannot afford to self-insure. Additionally, one of the important functions of the existing greenbelt zoning gives the entire community an important firebreak. CALFIRE depends on this parcel for fire protection of this whole region. These parcels are effectively the last line of defense to repel a wildfire from entering the City of Monterey. These parcels were used extensively by CALFIRE for staging during the last major wildfire.
- Airport noise: The takeoff noise of individual flights over the subject parcel needing rezoning could reach 85 decibels or higher. Not only is this level high enough to cause progressive hearing loss to the 3000+ residents of the subject parcels, but that sound level would make a simple child pedestrian crossing of Olmstead a life-threatening event for both children and seniors, who may cross Olmstead frequently but cannot hear oncoming cars due to the noise from plane engines.
- Vanishing Greenbelt. The removal of this greenbelt is a significant adverse impact aesthetically and visually as well as a loss of habitat for many keystone animal species that can be observed on the subject parcel. Frequent observations occur of Apex/keystone species such as Mountain Lion, Bobcat and Coyote as well as many avian species of special interest, such as red shouldered hawks and peregrine falcons. Just this past week, KWBW reported on sightings of both bears and mountain lions in the Jacks Peak neighborhood which is within a short walk of these parcels. See: <https://www.facebook.com/100064912142998/posts/pfbid02iGA5UzZpuoAmstjilESdDoMmStMdD3E9S1wmgESr3dUWNMEuVBRAPPjHhPuH1BzJl/?mibextid=cr9u03>
- Safety (flight crash risk): Within the past 3 years, a plane from Monterey Airport crashed into a single-family residence located approximately 1 mile south of airport. Fortunately, no one was home at the time and the casualties were limited to the pilot and her passenger. This will not be the case with such a high-density development which is far closer to the airport. In the event of a similar accident hitting the proposed development, the casualties would number in the hundreds if not thousands.
- Carcinogenic Aquifer Plume emanating from Fort Ord. It is well established that there are several carcinogenic and toxic chemicals in the groundwater emanating from Fort Ord. It is also known that this subsurface water plume is presently moving in the direction of the proposed rezoning parcel, if not already present beneath the subject parcel. This is a serious threat to

residents of the subject parcels, particularly to children who will predictably explore the soil of their neighborhood.

Errors in proposal for all the South of Airport sites:

The parcels are all graded on an Amenity Point System which is based upon distances to needed amenities, such as grocery stores, jobs and doctors' offices. The stated distances in the proposal from these sites to these amenities are incorrect and hence, also the subsequent Amenity Grade. For these 12 sites, the description identifies a doctor's office that does not exist and distances to amenities that are incorrect. The table below illustrates the errors, where the Distance in the Proposal is compared to the Actual Distance:

Entity	Distance in Proposal (miles)	Actual Distance (miles)
Safeway	1	3
Doctors on Duty (Monterey)	1	5
Doctors on Duty (Del Rey)	1	DOES NOT EXIST
Seaside Family Health Clinic	0.5	3
Foothill School	0.5	Not Available

The Foothill Elementary School is not an open school. The City of Monterey closed the site several years ago. It is currently leased to a chartered school and is therefore unavailable for public use. The County cannot use this in the amenity point system.

Errors such as the above make the reader question the validity of the entire document. What other errors or omissions are in this document which was "hurried through" and is now being "rushed through for approval" because it is six-months late by the Staff and the consultants?

Summary

The Staff and the Supervisors have not provided its constituents with a transparent process, nor have they actively included the county's major stakeholders, that is, the tax-paying residents. When reached by members of the public, the staff reported that the proposal could not be amended. When asked for meetings, the staff were typically too busy and responded to our questions in months rather than days.

The Staff spent nearly \$2M on consultants from Irvine, CA, and this proposal appears to be nothing more than an internet search using "Google Maps" and "Siri". The sloppiness of this report cannot be overstated. The viability of the sites was not confirmed. In many cases, the slopes of these sites are over 25 degrees, which makes them virtually impossible to build upon. Sites inside "extremely high fire danger zones" should have been removed. Sites with archeological significance, or wetlands, should have been removed. The number of errors in this report is appalling. This makes one question how the County is spending our tax-payer money.

The County MUST find a different way to fund affordable housing. The IHO is a failed concept and if continued, will only create more middle- and upper-income developments (potentially for vacation homes rather than our workers) in our community. Our goal of 1100 affordable housing units is not unreachable. This can be supported by beginning to think "outside the box" with funding and focusing on redeployment of existing sites with existing water permits.

Finally, Commissioner Diehl said it succinctly when she summarized that "if you want something badly, that's what you're going to get. This is too important to get it wrong."

Regards,

Andrew M. Hawryluk, Ph.D.

President, Olmsted Road – HW 68 Conservation Consortium

From: Caroline DePalatis
To: 293-pchearingcomments
Subject: For JUNE 5 Planning Commission Meeting
Date: Wednesday, May 29, 2024 8:50:32 PM

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- **Airport noise:** The takeoff noise of individual flights over the subject parcel needing rezoning could reach 85 decibels or higher. Not only is this level high enough to cause progressive hearing loss to the 3000+ residents of the subject parcels, but that sound level would make a simple child pedestrian crossing of Olmstead a life-threatening event for both children and seniors, who may cross Olmstead frequently but cannot hear oncoming cars due to the noise from plane engines.
- **Vanishing Greenbelt.** The removal of this greenbelt is a significant adverse impact aesthetically and visually as well as a loss of habitat for many keystone animal species that can be observed on the subject parcel. Frequent observations occur of Apex/keystone species such as Mountain Lion, Bobcat and Coyote as well as many avian species of special interest, such as red shouldered hawks and peregrine falcons. Just this past week, KWBW reported on sightings of both bears and mountain lions in the Jacks Peak neighborhood which is within a short walk of these parcels.
See: <https://www.facebook.com/100064912142998/posts/pfbid02GA5UzZpuoAmstijLEsDdoMmStMdD3E9S1wmgESr3dUWNMEuVBRAPPjHhPuH1BzJL/mibextid=cr9u03>
- **Safety (flight crash risk):** Within the past 3 years, a plane from Monterey Airport crashed into a single-family residence located approximately 1 mile south of airport. Fortunately, no one was home at the time and the casualties were limited to the pilot and her passenger. This will not be the case with such a high-density development which is far closer to the airport. In the event of a similar accident hitting the proposed development, the casualties would number in the hundreds if not thousands.
- **Carcinogenic Aquifer Plume emanating from Fort Ord.** It is well established that there are several carcinogenic and toxic chemicals in the groundwater emanating from Fort Ord. It is also known that this subsurface water plume is presently moving in the direction of the proposed rezoning parcel, if not already present beneath the subject parcel. This is a serious threat to residents of the subject parcels, particularly to children who will predictably explore the soil of their neighborhood.

Errors in proposal for all the South of Airport sites:

The parcels are all graded on an Amenity Point System which is based upon distances to needed amenities, such as grocery stores, jobs and doctors’ offices. The stated distances in the proposal from these sites to these amenities are incorrect and hence, also the subsequent Amenity Grade. For these 12 sites, the description identifies a doctor’s office that does not exist and distances to amenities that are incorrect. The table below illustrates the errors, where the Distance in the Proposal is compared to the Actual Distance:

Entity	Distance in Proposal (miles)	Actual Distance (miles)
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The Foothill Elementary School is not an open school. The City of Monterey closed the site several years ago. It is currently leased to a chartered school and is therefore unavailable for public use. **The County cannot use this in the amenity point system.**

Errors such as the above make the reader question the validity of the entire document. What other errors or omissions are in this document which was ‘hurried through’ and is now being ‘rushed through for approval’ because it is six-months late by the Staff and the consultants?

Summary

The Staff and the Supervisors have not provided its constituents with a transparent process, nor have they actively included the county’s major stakeholders, that is, the tax-paying residents. When reached by members of the public, the staff reported that the proposal could not be amended. When asked for meetings, the staff were typically too busy and responded to our questions in months rather than days.

The Staff spent nearly \$2M on consultants from Irvine, CA, and this proposal appears to be nothing more than an internet search using “Google Maps” and “Siri”. The sloppiness of this report cannot be overstated. The viability of the sites was not confirmed. In many cases, the slopes of these sites are over 25 degrees, which makes them virtually impossible to build upon. Sites inside “extremely high fire danger zones” should have been removed. Sites with archeological significance, or wetlands, should have been removed. The number of errors in this report is appalling. This makes one question how the County is spending our tax-payer money.

The County MUST find a different way to fund affordable housing. The IHO is a failed concept and if continued, will only create more middle- and upper-income developments (potentially for vacation homes rather than our workers) in our community. Our goal of 1100 affordable housing units is not unreachable. This can be

supported by beginning to think “outside the box” with funding and focusing on redeployment of existing sites with existing water permits.

Finally, Commissioner Diehl said it succinctly when she summarized that “if you want something badly, that’s what you’re going to get. This is too important to get it wrong.”

Caroline DePalatis
7120 Oak Tree Pl, Monterey, CA 93940

From: [Gary Weitz](#)
To: [293-pchearingcomments](#)
Subject: Objection to Monterey County Low Cost Housing Plan
Date: Thursday, May 30, 2024 7:33:57 AM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

To: Monterey County Supervisors

Your Staff's Affordable Housing (RHNA) Proposal must be rejected, and I object for the following reasons. On May 15, 2024, the County's Planning Commission reviewed a presentation by the staff on their work. The proposal was resoundingly rejected by the commission and virtually everyone in attendance (except by one developer).

The Potential Long-Term Effects of the Proposal

The staff analyzed that the County needed 3,326 new housing units in the next 8 years. Commissioner Daniels rightly asked, "how many units are currently in the pipeline?" which would reduce this number. After subtracting the "pipeline" units, the ACTUAL need in the County is 1,269 units. Adding the state-required 15% buffer should raise the proposal to 1460 units. But the staff is proposing that Monterey build over 10,000 housing units!

While we can always build more units than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is very simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! In fact, Director Spenser stated that *"it is difficult to reverse zoning decisions."* While we may think that the Planning Commission can control the number of units built through the permitting process, the State is already planning to move local control of RHNA identified sites to the State's HCD. Telling the State that Monterey need 10,000 homes will virtually guarantee that permits for more housing will be issued than what is needed.

The only possible reason for advocating for 10,000 units is to subsidize the cost of building low-income housing units. Building 10,000 units is essentially building ten East Garrison communities. Can the Monterey Peninsula support that many new homes? Does the Monterey Peninsula have the infrastructure and water for this massive development? Can the environment survive it? The answer to all these questions is "no".

Objections for the lack of transparency

Our communities were not informed that there was any discussion regarding the County's site selection process, the County's proposal and how it would affect our communities. In fact, when we accidentally learned of the activity and then reached out to the staff (in early December 2023), we were told "it is too late to provide input or for the County to change its proposal." The staff told us that notices were posted on the County's website. This conversation occurred nearly 6 months before the proposal was published

The County Staff stated that there were nine "pop-up" events but none in our community were notified of the times and locations of these "pop-up" events. Additionally they were not advertised to the public.

According to the proposal, the County Staff had multiple meetings with "stake holders"

which are curiously absent of property tax-paying homeowners and residents of the affected areas, but developers were included. Per the proposal, the stake holders included:

- Organizations
- i. Carmel Valley Association
 - ii. Tribal Communities
 - iii. Fair Housing Providers
 - iv. Housing Advocacy and Community
 - v. Affordable Housing Managers
 - vi. Ag-based business advocacy groups
 - vii. Hospitality community
 - viii. Market housing developers
 - ix. Affordable housing developers

There are multiple sites (61-69 along HW 68 near Olmsted Road) in the proposal that identify a parcel of land with an existing residence. In the proposal, the staff assumes that the existing houses on several of these sites will be “removed”. I understand that there are other sites in Carmel Valley that have similar designations. To my knowledge, none of these site owners have been informed of the Staff’s recommendations. Several people showed up at the Planning Commission meeting on May 15 and informed the Planning Commission that they had just learned of these proposals and their impact to their properties within the previous 72 hours.

The Staff seems to be proud that their survey of our County included 532 respondents. This represents approximately 0.1% of our population. How can one base policy and procedures with such a low turnout? This was not a transparent effort, and certainly not developed with the Monterey County tax payers in mind.

Calculation and staff recommendations for the County

As mentioned earlier, the staff-reported need (according to the report) is 3,764 units, but the ACTUAL need is for 886 extremely low, 210 low and 173 moderate housing units, for a total of 1,269 units (see table below which is derived from the proposal) and only 1,096 units are for the low and extremely low demographic. Adding the state-required 15% buffer brings the total number of housing units needed for these lower income categories is 1460. But Monterey County is proposing to develop over 10,000 housing units.

Housing type	Identified Need	Units In Process	Actual Need
Extremely low	1070	184	886
Low	700	490	210
Moderate	420	247	173
Above Market	1136	1345	-209

The Inclusionary Housing Ordinance (IHO) is used to justify these additional units. The IHO places an unnecessary overhead of unneeded market rate units; in this case, over 8,000 unnecessary housing units would be built. This formula forces the County to approve the development of housing units **that are not needed and only amplify sprawl and negatively impact the environment.** As mentioned by Commissioners Daniels and Diehl, the IHO has been a failure for decades.

Errors in the recommended sites

The published guidelines for the RHNA proposal include instructions to:

- 1) Protect desirable land uses
- 2) Prevent soil erosion and enhance water quality
- 3) Minimize risks from fire

This proposal fails on all three counts. Furthermore, the proposal fails miserably on infrastructure requirements.

The Housing Element Sites Inventory Guidebook specifically states that the County is to:

Provide in the analysis a general description of any known environment or other features (floodplains, protected wetlands, oak tree preserves, very high fire hazard severity zones) that have the potential to impact the development viability of the identified sites.....The analysis must demonstrate that the existence of these features will not preclude development of the sites identified in the planning period at the projected residential densities/capacities.

and

Determine if parcels included in the inventory, including any parcels identified for rezoning, have sufficient water, sewer and dry utilities available and accessible to support housing development or whether they are included in an existing general plan program or other mandatory program plan

The Staff's proposal fails on both requirements. Sites with floodplains, protected wetlands, oak tree preserves, and very high fire hazard are included in the proposal. Furthermore, sites without water resources, sewers etc., are also included. These sites need to be removed from the proposal.

Objections to sites 1-4 and 61-68 in the "South of Airport" vicinity

Taken together these sites have a capacity of 1835 units in the RHNA proposal. This is approximately 20% of the entire County's proposal. If this were to be completed, a fair estimate for the population of the proposed South of Airport housing would be approximately 3700 people, all located within 110 acres (according to the proposal), which is 0.17 square miles. This is a population density of over 19,000 people/sq mile. In comparison, the population density of the City of Monterey is only 3,285 people/sq mile. In fact, the proposed South of Airport housing would have a higher population density than the city of San Francisco (18,633 people/sq mile).

The negative impact on the environment cannot be overstated.

There are numerous problems with the proposal for these sites. Specifically, regarding Sites 61-68:

- a. These sites will account for 417 housing units.
- b. The proposal is to remove existing houses to build affordable housing. The text regarding several of these seven sites says: "***The existing development (house) at this site is assumed to be removed for higher density housing development to occur.***" **Has the staff informed the homeowners and residents that the County is considering removing them from their properties?**
- c. The entrances and exits from these properties are single lane roads (not larger than a driveway and can only accommodate a single car in one direction) directly onto HW68. **In case of an emergency, how are**

approximately 750 cars going to exit using a single lane driveway onto Highway 68?

Regarding all 12 sites in the “South of Airport” area (sites 1-4 and 61-68):

All sites fail on AB 1397 “realistic sites”. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- **Environmentally sensitive area:** The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:
 - a. Preserving the cultural importance of the land to the Ohlone/Costanoan-Esselen Nation.
 - b. The wetlands conserved on this property trap sediment, improve water quality and decrease the flood risk for the downstream communities along the Canyon Del Rey watershed. These ecosystem benefits will help reduce climate change impacts related to increased storm flows of water and sediment.
 - c. The wetlands also help to sequester carbon, and the property’s location in a wildlife corridor will allow species to move across landscapes to find food, water and shelter.
 - d. Proper management of this land will reduce wildfire risk for the surrounding wildland urban interface of Monterey and Del Rey Oaks.
 - e. By preventing potential development, the BSLT is protecting important habitats that are part of a valuable wildlife corridor. Deer, coyote, mountain lions and black bears have been spotted on the land.
 - f. This preservation supports the State’s 30x30 goals of protecting 30% of California lands and waters by 2030,
- **Water:** Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. **How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1800 units on the South of Airport sites?** As stated in the proposal, water treatment is expensive. ***A more realistic approach would be to focus on locations where water is already available.*** This can be achieved by focusing on redevelopment of existing buildings and converting them into affordable housing units (as has been done in Salinas at the Rabobank project).
- **Traffic:** Traffic on HW 68 is already congested. Bringing affordable housing closer to jobs is certainly the correct approach but doing so by gridlocking HW 68 is not reasonable. The additional units proposed for the “South of Airport” area (1835 total units) would add over 3500 cars to the intersection of HW 68 with Olmsted Road and Josselyn Canyon Road. Gridlocking HW 68 at Olmsted Road would severely impact ingress and egress to and from Monterey Regional Airport, an economic lifeline to the County. Furthermore, in case of an emergency, it would be unfeasible to exit these properties.

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Errors in proposal for all the South of Airport sites:

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Errors such as the above make the reader question the validity of the entire document.

What other errors or omissions are in this document which was ‘hurried through’ and is now being ‘rushed through for approval’ because it is six-months late by the Staff and the consultants?

Summary

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The County MUST find a different way to fund affordable housing. The IHO is a failed concept and if continued, will only create more middle and upper income developments (potentially for vacation homes rather than our workers) in our community. Our goal of 1,100 affordable housing units is not unreachable. This can be supported by beginning to think “outside the box” with funding and focusing on redeployment of existing sites with existing water permits.

Finally, the Supervisors CANNOT accept an analysis and proposal that is riddled with errors.

Thank you,

Gary J Weitz

From: Gary Weitz
 To: 293-pchearingcomments
 Subject: Monterey RHNA Proposal for Low Cost Housing Objection
 Date: Thursday, May 30, 2024 7:43:43 AM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Your Staff’s RHNA proposal is deeply flawed and must be amended for the following reasons.

The Potential Long-Term Effects of this Proposal would be devastation for Monterey County!

The staff analyzed that the County needed 3,326 new housing units in the next 8 years. Commissioner Daniels rightly asked, “how many units are currently in the pipeline?” which would reduce this number. After subtracting the “pipeline” units, the ACTUAL need in the County is 1,269 units. Adding the state-required 15% buffer should raise the proposal to 1,460 units. But the staff is proposing that we build over 10,000 housing units!

While we can always build more units than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is very simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! Director Spenser confirmed this at the May 15, 2024 meeting and further stated that “it is difficult to reverse zoning decisions.” While we may think that the Planning Commission can control the number of units built through the permitting process, the State is already planning to move local control of RHNA identified sites to the State’s HCD. Telling the State that we need 10,000 homes will virtually guarantee that permits for more housing than we need will eventually be approved.

The only possible reason for advocating for 10,000 units is to subsidize the cost of building low-income housing units. Building 10,000 units is essentially building ten East Garrison communities. Can the Monterey Peninsula support that many new homes? Do we have the infrastructure for it? Can the environment survive it? The answer to all these questions is “no”.

Calculation and staff recommendations for the County

As mentioned earlier, the staff-reported need (according to the report) is 3,764 units, but the ACTUAL need is for 886 extremely low, 210 low and 173 moderate housing units, for a total of 1,269 units (see table below which is derived from the proposal) and only 1,096 units are for the low and extremely low demographic. Adding the state-required 15% buffer brings the total number of housing units needed for these lower- and middle-income categories is 1260. But the County is proposing to develop over 10,000 housing units.

Housing type	Identified Need	Units In Process	Actual Need
Extremely low	1070	184	886
Low	700	490	210
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Above Market	1136	1345	-209

The Inclusionary Housing Ordinance (IHO) was used to justify these additional units. The IHO places an unnecessary overhead of unneeded market rate units; in this case, over 8,000 unnecessary housing units would be built. This formula forces the County to approve the development of (and permanently rezone the parcels for) housing units that are not needed and only amplify sprawl and negatively impact the environment. As mentioned by Commissioners Daniels and Diehl, the IHO has been a failure for decades.

The County needs to investigate other funding mechanisms such as vouchers, low-income housing tax credits, property tax increases and grants. The 80/20 rule (the IHO rule) simply leads to gross overbuilding of unneeded higher income housing and a monstrous environmental impact.

Possible Funding for Affordable Housing

Commissioners Daniels and Diehl point out that, for the past several decades, the County has been using the Inclusionary Housing Ordinance (IHO) as a method to fund the building of Affordable Housing. Both commissioners pointed out that this program has been an abject failure. It has failed to build the affordable housing that we need. There must be a better way to achieve the construction of 1,100 affordable housing units (for the low and extremely low income categories) without destroying the community that we love. At the May 15 meeting, Commissioner Diehl said: we “cannot support going forward with the IHO as it exists now as a basis for identifying the number of sites as we see here.”

In March, our group asked Director of Housing, Mr. Craig Spenser, “how much financial support would a developer need to build affordable housing and still make a profit?” His answer was “around \$250,000 for each unit” If one assumes that this is roughly correct, it is simple arithmetic to estimate that we need roughly \$35M per year in financial assistance to developers to achieve our housing needs. Our County has a population of roughly 500,000 people. Distributed over the population, this is \$75 per person per year or \$6 per person per month. Obviously, there are other funding methods and algorithms that may be more equitable. In a County as large as ours, this can be done. This is not insurmountable, and we simply need the will to make it happen.

Objections for the lack of transparency by the Staff’s work

At the May 15, 2024 special meeting of the Planning Commission, Commission Diehl suggested that the perceived lack of transparency was due to the volume of information in the proposal. THIS IS NOT THE CASE. The lack of transparency is directly related to the staff’s omission of actively including the tax paying public, and particularly those residents who will be directly impacted by this proposal.

Our communities were not informed that there was any discussion regarding the RHNA work, the County’s site selection process, the County’s proposal nor how it would affect our communities. In fact, when we accidentally learned of the activity and then reached out to the staff (in early December 2023), we were told “it is too late to provide input or for the County to change its proposal.” The staff told us that notices were posted on the County’s website. This conversation occurred nearly 6 months before the proposal was published and yet, there wasn’t enough time for the staff to hear our concerns.

Our group reached out to our Supervisor in February for a meeting which she arranged with the Staff four weeks later (in March). We provided the staff with a list of questions, and it took 6 weeks (May) for Director Spenser to reply.

The County Staff informed us that there were nine “pop-up” events but none in our community and the times and locations of these “pop-up” events were not advertised to us even though nearly 20% of the units in the proposal are within this community.

The County Staff had multiple meetings with “stake holders” which are curiously absent of property tax-paying homeowners and residents of the affected areas, but developers were included. Per the proposal, the stake holders included:

- i. Carmel Valley Association
- ii. Tribal Communities
- iii. Fair Housing Providers
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The Staff seems to be proud that their survey of our County included 532 respondents. This represents approximately 0.1% of our population (one person per 1000!). How can the County base policy and procedures with such a low turnout? *This was not a transparent effort. It seems to have been designed to hide the activities of the staff and their consultants from the community, and particularly the tax-paying property owners of the county.*

Errors in the recommended sites

The published guidelines for the RHNA proposal include instructions to:

- 1) Protect desirable land uses
- 2) Prevent soil erosion and enhance water quality
- 3) Minimize risks from fire

This proposal fails on all three counts. Furthermore, the proposal fails miserably on infrastructure requirements.

The Housing Element Sites Inventory Guidebook specifically states that the County is to:

Provide in the analysis a general description of any known environment or other features (floodplains, protected wetlands, oak tree preserves, very high fire hazard severity zones) that have the potential to impact the development viability of the identified sites.....The analysis must demonstrate that the existence of these features will not preclude development of the sites identified in the planning period at the projected residential densities/capacities.

&

Determine if parcels included in the inventory, including any parcels identified for rezoning, have sufficient water, sewer and dry utilities available and accessible to support housing development or whether they are included in an existing general plan program or other mandatory program plan.

The Staff’s proposal fails on both requirements. Sites with floodplains, protected wetlands, oak tree preserves, and very high fire hazard are included in the proposal. Furthermore, sites without water resources, sewers etc., are also included. These sites need to be removed from the proposal.

Objections to sites 1-4 and 61-68 in the “South of Airport” vicinity

Taken together these sites have a capacity of 1,835 units in the RHNA proposal. This is approximately 20% of the entire County’s proposal. If this were to be completed, a fair estimate for the population of the proposed South of Airport housing would be approximately 3,700 people, all located within 110 acres (according to the proposal), which is 0.17 square miles. This is a population density of over 19,000 people/sq mile. In comparison, the population density of the City of Monterey is only 3,285 people/sq mile. In fact, the proposed South of Airport housing would have a higher population density than the city of San Francisco (18,633 people/sq mile). The negative impact on the environment cannot be overstated.

There are numerous problems with the proposal for these sites. Specifically, regarding Sites 61-68:

- a. These sites will account for 417 housing units.
- b. The proposal is to remove existing houses to build affordable housing. The text regarding several of these seven sites says: “The existing development (house) at this site is assumed to be removed for higher density housing development to occur.” Has the staff informed the homeowners and residents that the County is considering removing them from their properties?

- c. The entrances and exits from these properties are single lane roads (not larger than a driveway and can only accommodate a single car in one direction) directly onto HW68. In case of an emergency, how are approximately 750 cars going to exit using a single lane driveway onto Highway 68?

Regarding all 12 sites in the “South of Airport” area (sites 1-4 and 61-68):

All sites fail on AB 1397 “realistic sites”. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- Environmentally sensitive area: The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:
 - a. Preserving the cultural importance of the land to the Ohlone/Costanoan-Esselen Nation.
 - b. The wetlands conserved on this property trap sediment, improve water quality and decrease the flood risk for the downstream communities along the Canyon Del Rey watershed. These ecosystem benefits will help reduce climate change impacts related to increased storm flows of water and sediment.
 - c. The wetlands also help to sequester carbon, and the property’s location in a wildlife corridor will allow species to move across landscapes to find food, water and shelter.
 - d. Proper management of this land will reduce wildfire risk for the surrounding wildland urban interface of Monterey and Del Rey Oaks.
 - e. By preventing potential development, the BSLT is protecting important habitats that are part of a valuable wildlife corridor. Deer, coyote, mountain lions and black bears have been spotted on the land.
 - f. This preservation supports the State’s 30×30 goals of protecting 30% of California lands and waters by 2030
- Water: Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1,800 units on the South of Airport sites? As stated in the proposal, water treatment is expensive. *A more realistic approach would be to focus on fewer locations and where water is already available.* This can be achieved by focusing on redevelopment of existing buildings and converting them into affordable housing units (as has been done in Salinas at the Rabobank project).
- Traffic: Traffic on HW 68 is already congested. Bringing affordable housing closer to jobs is certainly the correct approach but doing so by gridlocking HW 68 is not reasonable. The additional units proposed for the “South of Airport” area (1835 total units) would add over 3500 cars to the intersection of HW 68 with Olmsted Road and Josselyn Canyon Road. Gridlocking HW 68 at Olmsted Road would severely impact ingress and egress to and from Monterey Regional Airport, an economic lifeline to the County. Furthermore, in case of an emergency, it would be impossible to exit these properties.
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KSBW TV Action News 8

Some people living near Jack's Peak Park are on edge after a reported bear sighting.

- **Safety (flight crash risk):** Within the past 3 years, a plane from Monterey Airport crashed into a single-family residence located approximately 1 mile south of airport. Fortunately, no one was home at the time and the casualties were limited to the pilot and her passenger. This will not be the case with such a high-density development which is far closer to the airport. In the event of a similar accident hitting the proposed development, the casualties would number in the hundreds if not thousands.
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Errors in proposal for all the South of Airport sites:

The parcels are all graded on an Amenity Point System which is based upon distances to needed amenities, such as grocery stores, jobs and doctors' offices. The stated distances in the proposal from these sites to these amenities are incorrect and hence, also the subsequent Amenity Grade. For these 12 sites, the description identifies a doctor's office that does not exist and distances to amenities that are incorrect. The table below illustrates the errors, where the Distance in the Proposal is compared to the Actual Distance:

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Errors such as the above make the reader question the validity of the entire document. What other errors or omissions are in this document which was 'hurried through' and is now being "rushed through for approval" because it is six-months late by the Staff and the consultants?

Summary

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The County MUST find a different way to fund affordable housing. The IHO is a failed concept and if continued, will only create more middle- and upper-income developments (potentially for vacation homes rather than our workers) in our community. Our goal of 1100 affordable housing units is not unreachable. This can be supported by beginning to think "outside the box" with funding and focusing on redeployment of existing sites with existing water permits.

Please consider all my objections to this RHNA proposal so that Monterey County can continue to be a beautiful place to work and live!

Regards.

Gary J Weitz

garyweitz@comcast.net

From: [Susan Weitz](#)
To: [293-phearingcomments](#)
Subject: Monterey RHNA Proposal for Low Cost Housing Objection
Date: Thursday, May 30, 2024 6:54:46 AM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Your Staff’s RHNA proposal is deeply flawed and must be amended for the following reasons.

The Potential Long-Term Effects of this Proposal would be devastation for Monterey County!

The staff analyzed that the County needed 3,326 new housing units in the next 8 years. Commissioner Daniels rightly asked, “how many units are currently in the pipeline?” which would reduce this number. After subtracting the “pipeline” units, the ACTUAL need in the County is 1,269 units. Adding the state-required 15% buffer should raise the proposal to 1,460 units. But the staff is proposing that we build over 10,000 housing units!

While we can always build more units than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is very simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! Director Spenser confirmed this at the May 15, 2024 meeting and further stated that “it is difficult to reverse zoning decisions.” While we may think that the Planning Commission can control the number of units built through the permitting process, the State is already planning to move local control of RHNA identified sites to the State’s HCD. Telling the State that we need 10,000 homes will virtually guarantee that permits for more housing than we need will eventually be approved.

The only possible reason for advocating for 10,000 units is to subsidize the cost of building low-income housing units. Building 10,000 units is essentially building ten East Garrison communities. Can the Monterey Peninsula support that many new homes? Do we have the infrastructure for it? Can the environment survive it? The answer to all these questions is “no”.

Calculation and staff recommendations for the County

As mentioned earlier, the staff-reported need (according to the report) is 3,764 units, but the ACTUAL need is for 886 extremely low, 210 low and 173 moderate housing units, for a total of 1,269 units (see table below which is derived from the proposal) and only 1,096 units are for the low and extremely low demographic. Adding the state-required 15% buffer brings the total number of housing units needed for these lower- and middle-income categories is 1260. But the County is proposing to develop over 10,000 housing units.

Housing type	Identified Need	Units In Process	Actual Need
Extremely low	1070	184	886
Low	700	490	210
Moderate	420	247	173
Above Market	1136	1345	-209

The Inclusionary Housing Ordinance (IHO) was used to justify these additional units. The IHO places an unnecessary overhead of unneeded market rate units; in this case, over 8,000 unnecessary housing units would be built. This formula forces the County to approve the development of (and permanently rezone the parcels for) housing units that are not needed and only amplify sprawl and negatively impact the environment. As mentioned by Commissioners Daniels and Diehl, the IHO has been a failure for decades.

The County needs to investigate other funding mechanisms such as vouchers, low-income housing tax credits, property tax increases and grants. The 80/20 rule (the IHO rule) simply leads to gross overbuilding of unneeded higher income housing and a monstrous environmental impact.

Possible Funding for Affordable Housing

Commissioners Daniels and Diehl point out that, for the past several decades, the County has been using the Inclusionary Housing Ordinance (IHO) as a method to fund the building of Affordable Housing. Both commissioners pointed out that this program has been an abject failure. It has failed to build the affordable housing that we need. There must be a better way to achieve the construction of 1,100 affordable housing units (for the low and extremely low income categories) without destroying the community that we love. At the May 15 meeting, Commissioner Diehl said: we “cannot support going forward with the IHO as it exists now as a basis for identifying the number of sites as we see here.”

In March, our group asked Director of Housing, Mr. Craig Spenser, “how much financial support would a developer need to build affordable housing and still make a profit?” His answer was “around \$250,000 for each unit” If one assumes that this is roughly correct, it is simple arithmetic to estimate that we need roughly \$35M per year in financial assistance to developers to achieve our housing needs. Our County has a population of roughly 500,000 people. Distributed over the population, this is \$75 per person per year or \$6 per person per month. Obviously, there are other funding methods and algorithms that may be more equitable. In a County as large as ours, this can be done. This is not insurmountable, and we simply need the will to make it happen.

Objections for the lack of transparency by the Staff’s work

At the May 15, 2024 special meeting of the Planning Commission, Commission Diehl suggested that the perceived lack of

transparency was due to the volume of information in the proposal. THIS IS NOT THE CASE. The lack of transparency is directly related to the staff's omission of actively including the tax paying public, and particularly those residents who will be directly impacted by this proposal.

Our communities were not informed that there was any discussion regarding the RHNA work, the County's site selection process, the County's proposal nor how it would affect our communities. In fact, when we accidentally learned of the activity and then reached out to the staff (in early December 2023), we were told "it is too late to provide input or for the County to change its proposal." The staff told us that notices were posted on the County's website. This conversation occurred nearly 6 months before the proposal was published and yet, there wasn't enough time for the staff to hear our concerns.

Our group reached out to our Supervisor in February for a meeting which she arranged with the Staff four weeks later (in March). We provided the staff with a list of questions, and *it took 6 weeks (May) for Director Spenser to reply.*

The County Staff informed us that there were nine "pop-up" events but none in our community and the times and locations of these "pop-up" events were not advertised to us even though nearly 20% of the units in the proposal are within this community.

The County Staff had multiple meetings with "stake holders" which are curiously absent of property tax-paying homeowners and residents of the affected areas, but developers were included. Per the proposal, the stake holders included:

- i. Carmel Valley Association
- ii. Tribal Communities
- iii. Fair Housing Providers
- iv. Housing Advocacy and Community Organizations
- v. Affordable Housing Managers
- vi. Ag-based business advocacy groups
- vii. Hospitality community
- viii. Market housing developers
- ix. Affordable housing developers

There are multiple sites (61-69 along HW 68 near Olmsted Road) in the proposal that identify a parcel of land with an existing residence. In the proposal, the staff assumes that the existing houses on several of these sites will be "removed". We understand that there are other sites in Carmel Valley that have similar designations. To our knowledge, none of these site owners have been informed of the Staff's recommendations. Several people showed up at the Planning Commission meeting on May 15 and informed the Planning Commission that they had just learned of these proposals and their impact on their properties within the previous 72 hours. This wasn't a matter that the proposal was difficult to read; this is simply that the community wasn't made aware of the activities of the Staff or their implications.

The Staff seems to be proud that their survey of our County included 532 respondents. This represents approximately 0.1% of our population (one person per 1000!). How can the County base policy and procedures with such a low turnout? *This was not a transparent effort. It seems to have been designed to hide the activities of the staff and their consultants from the community, and particularly the tax-paying property owners of the county.*

Errors in the recommended sites

The published guidelines for the RHNA proposal include instructions to:

- 1) Protect desirable land uses
- 2) Prevent soil erosion and enhance water quality
- 3) Minimize risks from fire

This proposal fails on all three counts. Furthermore, the proposal fails miserably on infrastructure requirements.

The Housing Element Sites Inventory Guidebook specifically states that the County is to:

Provide in the analysis a general description of any known environment or other features (floodplains, protected wetlands, oak tree preserves, very high fire hazard severity zones) that have the potential to impact the development viability of the identified sites.....The analysis must demonstrate that the existence of these features will not preclude development of the sites identified in the planning period at the projected residential densities/capacities.

&

Determine if parcels included in the inventory, including any parcels identified for rezoning, have sufficient water, sewer and

dry utilities available and accessible to support housing development or whether they are included in an existing general plan program or other mandatory program plan.

The Staff's proposal fails on both requirements. Sites with floodplains, protected wetlands, oak tree preserves, and very high fire hazard are included in the proposal. Furthermore, sites without water resources, sewers etc., are also included. These sites need to be removed from the proposal.

Objections to sites 1-4 and 61-68 in the "South of Airport" vicinity

Taken together these sites have a capacity of 1,835 units in the RHNA proposal. This is approximately 20% of the entire County's proposal. If this were to be completed, a fair estimate for the population of the proposed South of Airport housing would be approximately 3,700 people, all located within 110 acres (according to the proposal), which is 0.17 square miles. This is a population density of over 19,000 people/sq mile. In comparison, the population density of the City of Monterey is only 3,285 people/sq mile. In fact, the proposed South of Airport housing would have a higher population density than the city of San Francisco (18,633 people/sq mile). The negative impact on the environment cannot be overstated.

There are numerous problems with the proposal for these sites. Specifically, regarding Sites 61-68:

- a. These sites will account for 417 housing units.
- b. The proposal is to remove existing houses to build affordable housing. The text regarding several of these seven sites says: "*The existing development (house) at this site is assumed to be removed for higher density housing development to occur.*" Has the staff informed the homeowners and residents that the County is considering removing them from their properties?
- c. The entrances and exits from these properties are single lane roads (not larger than a driveway and can only accommodate a single car in one direction) directly onto HW68. In case of an emergency, how are approximately 750 cars going to exit using a single lane driveway onto Highway 68?

Regarding all 12 sites in the "South of Airport" area (sites 1-4 and 61-68):

All sites fail on AB 1397 "realistic sites". The State requires that all sites proposed be "realistic sites" and these sites all fail for the following reasons:

- Environmentally sensitive area: The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:
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Regards.

*Susan Weitz
susanweitz@yahoo.com
cell: 831-233-3182*

From: [geoff smith](#)
To: [293-pchearingcomments](#)
Cc: [100-District 2 \(831\) 755-5022](#); [100-District 3 \(831\) 385-8333](#); [100-District 4 \(831\) 883-7570](#); [100-District 5 \(831\) 647-7755](#); [100-District 1 \(831\) 647-7991](#)
Subject: Subject: comments for June 4 supervisor meeting regarding RHNA proposal and Housing Element draft
Date: Wednesday, May 29, 2024 10:53:46 AM
Attachments: [Monterey County HE.docx](#)

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see my letter attached. I am homeowner in Monterey county.

--

contact information:

Geoff Smith

7810 Monterra Oaks Rd

Monterey, CA 939

C: 970 406 0444

Email address: geoff@oldskidog.com

May 29, 2024

Attn: Planning Commission Members

pchearingcomments@co.monterey.ca.us

district1@co.monterey.ca.us

district2@co.monterey.ca.us

district3@co.monterey.ca.us

district4@co.monterey.ca.us

The draft Housing Element plan submitted to meet RHNA criteria fails both its statutory mandates and its own administrative protocols.

Parcels may be included if and only if they are both “suitable” and “available” per Government Code (GC) section 6558. Parcels may not be listed because someday and somehow they might become available to complete development within the 8 year statutory period.

Here, over 10,000 units are to be developed to meet a need of 1269 units. The state has not declared that Monterey County must plan for 10,000 units, generating a surplus over scientifically determined estimates that only 1269 “affordable” units are needed. Monterey County does not need 8800 surplus middle/higher income units.

And, the 10,000 units are not “available” simply because the development requires speculative and currently unknown financial commitments from private parties yet to be determined and public financing yet to be committed. This is particularly true with regard to sites 1-4 and 61-68 in the “south of airport” area. Also, how can land be “available” when there are existing homes that have to be acquired through undefined means and timelines and then razed for construction.

The other requirement, “suitability” is being virtually ignored. No parcel is suitable without water, and there is a moratorium in place for installation of new meters. The fact that there “might” be additional water available during the next 8 years does not make the parcel presently “suitable.”

“Suitability” further requires the Housing Element to address “potential” or “actual” government constraints. The most obvious government constraint is whether or not any parcel will survive the statutory permitting process. There is glaringly no discussion of how any parcel will meet permitting requirements. Sites 1-4 and 61-68 have significant environmental impacts due to the presence of wetlands, animal corridors, fire hazards, access to fire stations, and traffic safety. It is galling to think that roughly 750 additional cars can evacuate onto highway 68 in case of wildfire or other emergency.

Overall the governing statute wants the inventory in the Housing Element to have a “realistic and demonstrated potential for redeveloping during the planning period.” Without a concrete plan for public and private financing, and there is none, building 10,000 units to get 1269 “affordables” is a pipedream. I suggest that the flaw is really that the state is burdening the cities and counties, yet not providing the financing, both public and private, to get the job done.

Administratively, the lack of inclusiveness in this draft Housing Element is profound. Lots of meetings with developers but none with homeowners. And, this letter is not actually going to be considered, is it? It just goes in a file sent to Sacramento along with the approved Housing Element.

From: [Michael Healy](#)
To: [293-pchearingcomments](#)
Subject: Staff's RHNA proposal must be amended
Date: Thursday, May 30, 2024 8:08:57 AM

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The Potential Long-Term Effects of the Proposal

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From: [Henry Brown](#)
To: [293-pchearingcomments](#)
Cc: "Karen Brown"
Subject: JUNE 5 PLANNING COMMISSION MEETING.
Date: Thursday, May 30, 2024 10:05:46 AM

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Dear Planning Commissioners,

I am writing to you because there are numerous errors in your current RHNA plan
Specifically:

The Staff's RHNA proposal must be amended.

The Potential Long-Term Effects of the Proposal

The staff analyzed that the County needed 3326 new housing units in the next 8 years. Commissioner Daniels rightly asked, "how many units are currently in the pipeline?" which would reduce this number. After subtracting the "pipeline" units, the ACTUAL need in the County is 1269 units. Adding the state-required 15% buffer should raise the proposal to 1460 units. But the staff is proposing that we build over 10,000 housing units!

While we can always build more units than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is very simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! Director Spenser confirmed this at the May 15, 2024 meeting and further stated that "*it is difficult to reverse zoning decisions.*" While we may think that the Planning Commission can control the number of units built through the permitting process, the State is already planning to move local control of RHNA identified sites to the State's HCD. Telling the State that we need 10,000 homes will virtually guarantee that permits for more housing than we need will eventually be approved.

The only possible reason for advocating for 10,000 units is to subsidize the cost of building low-income housing units. Building 10,000 units is essentially building ten East Garrison communities. Can the Monterey Peninsula support that many new homes? Do we have the infrastructure for it? Can the environment survive it? The answer to all these questions is "no".

Calculation and staff recommendations for the County

As mentioned earlier, the staff-reported need (according to the report) is 3764 units, but the ACTUAL need is for 886 extremely low, 210 low and 173 moderate housing units, for a total of 1269 units (see table below which is derived from the proposal) and only 1096 units are for the low and extremely low demographic. Adding the state-required 15% buffer brings the total number of housing units needed for these lower- and middle-income categories is 1260. But the County is proposing to develop over 10,000 housing units.

Housing type	Identified Need	Units In Process	Actual Need
Extremely low	1070	184	886
Low	700	490	210
Moderate	420	247	173
Above Market	1136	1345	-209

The Inclusionary Housing Ordinance (IHO) was used to justify these additional units. The IHO places an unnecessary overhead of unneeded market rate units; in this case, over 8,000 unnecessary housing units would be built. This formula forces the County to approve the development of (and permanently rezone the parcels for) housing units that are not needed and only amplify sprawl and negatively impact the environment. As mentioned by Commissioners Daniels and Diehl, the IHO has been a failure for decades.

The County needs to investigate other funding mechanisms such as vouchers, low-income housing tax credits, property tax increases and grants. The 80/20 rule (the IHO rule) simply leads to gross overbuilding of unneeded higher income housing and a monstrous environmental impact.

Possible Funding for Affordable Housing

Commissioners Daniels and Diehl point out that, for the past several decades, the County has been using the Inclusionary Housing Ordinance (IHO) as a method to fund the building of Affordable Housing. Both commissioners pointed out that this program has been an abject failure. It has failed to build the affordable housing that we need. There must be a better way to achieve the construction of 1100 affordable housing units

(for the low and extremely low income categories) without destroying the community that we love. At the May 15 meeting, Commissioner Diehl said: we “cannot support going forward with the IHO as it exists now as a basis for identifying the number of sites as we see here.”

In March, I asked Director of Housing, Mr. Craig Spenser, “how much financial support would a developer need to build affordable housing and still make a profit?” His answer was “around \$250,000 for each unit” If one assumes that this is roughly correct, it is simple arithmetic to estimate that we need roughly \$35M per year in financial assistance to developers to achieve our housing needs. Our County has a population of roughly 500,000 people. Distributed over the population, this is \$75 per person per year or \$6 per person per month. Obviously, there are other funding methods and algorithms that may be more equitable. In a County as large as ours, this can be done. This is not insurmountable, and we simply need the will to make it happen.

Objections for the lack of transparency by the Staff’s work

At the May 15, 2024 special meeting of the Planning Commission, Commissioner Diehl suggested that the perceived lack of transparency was due to the volume of information in the proposal. THIS IS NOT THE CASE. The lack of transparency is directly related to the staff’s omission of actively including the tax paying public, and particularly those residents who will be directly impacted by this proposal.

Our communities were not informed that there was any discussion regarding the RHNA work, the County’s site selection process, the County’s proposal nor how it would affect our communities. In fact, when we accidentally learned of the activity and then reached out to the staff (in early December 2023), we were told “it is too late to provide input or for the County to change its proposal.” The staff told us that notices were posted on the County’s website. This conversation occurred nearly 6 months before the proposal was published and yet, there wasn’t enough time for the staff to hear our concerns.

I reached out to my Supervisor in February for a meeting which she arranged with the Staff four weeks later (in March). We provided the staff with a list of questions, and *it took 6 weeks (May) for Director Spenser to reply.*

The County Staff informed me that there were nine “pop-up” events but none in our community and the times and locations of these “pop-up” events were not advertised to us even though nearly 20% of the units in the

proposal are within this community.

The County Staff had multiple meetings with “stake holders” which are curiously absent of property tax-paying homeowners and residents of the affected areas, but developers were included. Per the proposal, the stake holders included:

- i. Carmel Valley Association
- ii. Tribal Communities
- iii. Fair Housing Providers
- iv. Housing Advocacy and Community Organizations
- v. Affordable Housing Managers
- vi. Ag-based business advocacy groups
- vii. Hospitality community
- viii. Market housing developers
- ix. Affordable housing developers

There are multiple sites (61-69 along HW 68 near Olmsted Road) in the proposal that identify a parcel of land with an existing residence. In the proposal, the staff assumes that the existing houses on several of these sites will be “removed”. I understand that there are other sites in Carmel Valley that have similar designations. To my knowledge, none of these site owners have been informed of the Staff’s recommendations. Several people showed up at the Planning Commission meeting on May 15 and informed the Planning Commission that they had just learned of these proposals and their impact on their properties within the previous 72 hours. This wasn’t a matter that the proposal was difficult to read; this is simply that the community wasn’t made aware of the activities of the Staff or their implications.

The Staff seems to be proud that their survey of our County included 532 respondents. This represents approximately 0.1% of our population (one person per 1000!). How can the County base policy and procedures with such a low turnout?

This was not a transparent effort. It seems to have been designed to hide the activities of the staff and their consultants from the community, and

particularly the tax-paying property owners of the county.

Errors in the recommended sites

The published guidelines for the RHNA proposal include instructions to:

- 1) Protect desirable land uses
- 2) Prevent soil erosion and enhance water quality
- 3) Minimize risks from fire

This proposal fails on all three counts.

Furthermore, the proposal fails miserably on infrastructure requirements.

The *Housing Element Sites Inventory Guidebook* specifically states that the County is to:

Provide in the analysis a general description of any known environment or other features (floodplains, protected wetlands, oak tree preserves, very high fire hazard severity zones) that have the potential to impact the development viability of the identified sites.....The analysis must demonstrate that the existence of these features will not preclude development of the sites identified in the planning period at the projected residential densities/capacities.

and

Determine if parcels included in the inventory, including any parcels identified for rezoning, have sufficient water, sewer and dry utilities available and accessible to support housing development or whether they are included in an existing general plan program or other mandatory program plan...

The Staff's proposal fails on both requirements. Sites with floodplains, protected wetlands, oak tree preserves, and very high fire hazard are included in the proposal. Furthermore, sites without water resources, sewers etc., are also included. These sites need to be removed from the proposal.

Objections to sites 1-4 and 61-68 in the "South of Airport" vicinity

Taken together these sites have a capacity of 1835 units in the RHNA proposal. This is approximately 20% of the entire County's proposal. If this were to be completed, a fair estimate for the population of the proposed

South of Airport housing would be approximately 3700 people, all located within 110 acres (according to the proposal), which is 0.17 square miles. This is a population density of over 19,000 people/sq mile. In comparison, the population density of the City of Monterey is only 3,285 people/sq mile. In fact, the proposed South of Airport housing would have a higher population density than the city of San Francisco (18,633 people/sq mile). The negative impact on the environment cannot be overstated.

There are numerous problems with the proposal for these sites. Specifically, regarding Sites 61-68:

- a. These sites will account for 417 housing units.
- b. The proposal is to remove existing houses to build affordable housing. The text regarding several of these seven sites says: “*The existing development (house) at this site is assumed to be removed for higher density housing development to occur.*” Has the staff informed the homeowners and residents that the County is considering removing them from their properties?
- c. The entrances and exits from these properties are single lane roads (not larger than a driveway and can only accommodate a single car in one direction) directly onto HW68. In case of an emergency, how are approximately 750 cars going to exit using a single lane driveway onto Highway 68?

Regarding all 12 sites in the “South of Airport” area (sites 1-4 and 61-68):

All sites fail on AB 1397 “realistic sites”. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- Environmentally sensitive area: The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:
 - a. Preserving the cultural importance of the land to the

Ohlone/Costanoan-Esselen Nation.

b. The wetlands conserved on this property trap sediment, improve water quality and decrease the flood risk for the downstream communities along the Canyon Del Rey watershed. These ecosystem benefits will help reduce climate change impacts related to increased storm flows of water and sediment.

c. The wetlands also help to sequester carbon, and the property's location in a wildlife corridor will allow species to move across landscapes to find food, water and shelter.

d. Proper management of this land will reduce wildfire risk for the surrounding wildland urban interface of Monterey and Del Rey Oaks.

e. By preventing potential development, the BSLT is protecting important habitats that are part of a valuable wildlife corridor. Deer, coyote, mountain lions and black bears have been spotted on the land.

f. This preservation supports the State's 30×30 goals of protecting 30% of California lands and waters by 2030

- Water: Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1800 units on the South of Airport sites? As stated in the proposal, water treatment is expensive. *A more realistic approach would be to focus on fewer locations and where water is already available.* This can be achieved by focusing on redevelopment of existing buildings and converting them into affordable housing units (as has been done in Salinas at the

Rabobank project).

- **Traffic:** Traffic on HW 68 is already congested. Bringing affordable housing closer to jobs is certainly the correct approach but doing so by gridlocking HW 68 is not reasonable. The additional units proposed for the “South of Airport” area (1835 total units) would add over 3500 cars to the intersection of HW 68 with Olmsted Road and Josselyn Canyon Road. Gridlocking HW 68 at Olmsted Road would severely impact ingress and egress to and from Monterey Regional Airport, an economic lifeline to the County. Furthermore, in case of an emergency, it would be impossible to exit these properties.

Sincerely,

Henry Brown, Monterey County Resident

Henry Brown
H Brown Lending
Phone: 877 443-6791
Fax: 866 237-4908
BRE#: 01053202
NMLS#’s: 1456856/291177

From: [Dana McManus](#)
To: [293-pchearingcomments](#)
Subject: JUNE 5 PLANNING COMMISSION MEETING
Date: Thursday, May 30, 2024 11:20:14 AM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Dear Monterey County Planning Commission,

The lack of transparency in Monterey County is very disturbing regarding the County's staff that is dealing with the Affordable housing (RHNA) Proposal. For many reasons as I will explain----- this Proposal **MUST BE REJECTED**.

The County staff analyzed the need for 3,326 new housing units in the next 8 years. Commissioner Daniels rightly asked, "how many units are currently in the pipeline?" which would reduce this number. After subtracting the "pipeline" units, the ACTUAL need in the County is 1,269 units. But the staff is proposing that we build over 10,000 housing units. This is outrageous.

Specifically, the staff reported a "need" of 3,764 units, but the ACTUAL need is for 886 extremely low, 210 low and 173 moderate housing units, for a total of 1,269 units of this only 1,096 units are for the low and extremely low demographic. Adding the state-required 15% buffer brings the total number of housing units needed for these lower- and middle-income categories is only 1,260 units.

While the County can always authorize more units to be built than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is quite simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! In fact, Director Spenser stated that "*it is difficult to reverse zoning decisions.*" While the Supervisors may think that the Planning Commission can control the number of units built through the

permitting process, the State is already planning to move local control of RHNA identified sites to the State's HCD. Thus, we lose our local control. Telling the State that we need 10,000 homes will virtually guarantee that permits for more housing than we need will eventually be approved.

The Inclusionary Housing Ordinance (IHO) was used to justify these additional units. The IHO places an unnecessary overhead of unneeded market rate units; in this case, over 8,000 unnecessary housing units would be built. This formula forces the County to approve the development of housing units that are not needed and only amplify sprawl and negatively impact the environment. Commissioners Daniels and Diehl point out that, for the past several decades, the County has been using the IHO as a method to fund the building of Affordable Housing. Both commissioners pointed out that this program has been a total failure. There must be a better way to achieve the construction of 1,100 affordable housing units without destroying our community. At the May 15 meeting, Commissioner Diehl said: *we "cannot support going forward with the IHO as it exists now as a basis for identifying the number of sites as we see here."*

Furthermore, our Monterra community was not informed that there was any discussion regarding the County's site selection process, the County's proposal and how it would affect our community. In fact, when we learned of this activity, we were informed that "it is too late to provide input for the County to change its proposal." Thus, a full lack of transparency by the County.

I am extremely concerned about the multiple sites 61-69 along highway 68 near Olmsted Road near the Airport. In the proposal, it identifies a parcel of land with existing residences. In the proposal, the staff assumes that the existing houses on several of these sites will be "removed". I understand that there are other sites in Carmel Valley that have similar designations. To my knowledge, none of these site owners have been informed of the Staff's recommendations. Also, I was informed that the people who showed up at the Planning Commission meeting on May 15 informed the Planning Commission that they had just learned of these proposals and their impact on their properties within the previous 72 hours. Again, a total lack of transparency.

Regarding all 12 sites in the "South of Airport" area (sites 1-4 and

61-68), all these sites fail on the criteria set forth in AB 1397. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- Lack of Water,
- Increased Traffic,
- Increased risk of Fire Hazard,
- Deterioration in Air Quality,
- Complaints of Airport Noise, and
- Vanishing Greenbelt.

I will address just the first three. First, the water issue. Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1,800 units on the South of Airport sites? As stated in the proposal, water treatment is *expensive*. A more realistic approach would be to focus on locations where water is already available. This can be achieved by focusing on redevelopment of existing buildings and converting them into affordable housing units (as has been done in Salinas at the Rabobank project).

Second, the problem of increased traffic. Traffic on highway 68 is already congested. The additional units proposed for the “South of Airport” area (1,835 total units) would add over 3,500 cars to the intersection of highway 68 and Olmsted Road and Josselyn Canyon Road. Gridlocking highway 68 at Olmsted Road would severely impact ingress and egress to and from Monterey Airport, an economic lifeline to the County. Furthermore, in case of an emergency, it would be unfeasible to exit these properties.

Third, the proposal of additional housing units will create an increased risk of fire. This area is in a “high fire danger zone” and is adjacent to an “extremely high fire danger zone.” Currently it is difficult for many homeowners to obtain fire insurance for most houses in the area. Homeowners in this area will have to bear the burden of self-insuring but affordable housing is for low-income households who cannot afford to self-insure. For these people obtaining loans would be

extremely difficult. Additionally, one of the essential functions of the existing greenbelt zoning is that it gives the entire community an important firebreak. CALFIRE depends on this parcel for fire protection of this whole region. These parcels are effectively the last line of defense to repel a wildfire from entering the City of Monterey. These parcels were used extensively by CALFIRE for staging during the last major wildfire.

The County's 985-page Regional Housing Needs Assessment (RHNA) Proposal which is riddled in errors overstates the need for low-income housing **MUST BE REJECTED** and the area near Olmstead Road and highway 68 is difficult to justify as a place for more housing. I hope you will consider what I have outlined above and bring transparency to Monterey County residents and specifically, reject any development near the Airport.

Sincerely,

Dana and Collette McManus

650-995-4412

From: [Marjorie](#)
To: [293-pchearingcomments](#)
Subject: 6/5 Planning Commission mtg regarding Staff Affordable Housing (RHNA)
Date: Thursday, May 30, 2024 3:48:13 PM

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- >
- >
- > The Staff's Affordable Housing (RHNA) Proposal must be rejected!
- >
- > Our communities were not informed that there was any discussion regarding the County's site selection process, the County's proposal and how it would affect our communities. We accidentally learned of the activity and reached out to the staff early 12/23, and were told 'it is too late to provide input or the County to change its proposal.' This was not a transparent effort. It seems to have been designed to hide the activities of the staff and their consultants from the community and the tax-paying property owners.
- >
- > The density of this project for 3700 people all located within 110 acres, which is 0.17 square miles. The population density of over 19,000 people/square mile. The City of Monterey is only 3,285 people/square mile. The proposal would have a higher population density than the City of San Francisco 18,633 people/square mile.
- >
- > The entrance and exits from these properties are single lane roads and cannot handle 750 cars going to exit in a single lane to Highway 68 in case of an emergency.
- >
- > I personally wanted to add a shower to our downstairs bathroom bedroom for my 93 year old mom so she wouldn't have to go and down stairs. It was a process and then had to buy water credits. Where is the water coming for all these units?
- >
- > The traffic grid on Highway 68 during rush hour times is ridiculous. There needs to have another lane in each direction now. When you add 750 cars to that intersection will be a nightmare! Emergency vehicles would not be able to get through this grid.
- >
- > This area is a HIGH fire risk! I am not able to find anyone to insure my home because of it. Do you really think the tenants are going to afford the insurance? A couple of years ago, there were two forest fires started by homeless camps on Olmstead. Do you really want to add more units to this HIGH fire risk area?
- >
- > A couple of years ago, there was a plane from Monterey airport that crashed into a single family residence located approximately one miles from the airport. This could easily happed again but now you have 3700 people in units for density to make matters worse.
- >
- > This location is not close to grocery stores, doctors or schools. Foothill School which was in your proposal is now a charter school and I don't think low, low income residents can afford to send their kids there.
- >
- > Lastly, how is the County funding this project? It's never been disclosed.
- >
- > This Affordable Housing (RHNA) Proposal must be rejected!!!!!!
- >
- > M. Clements
- > Sent from my iPad

From: [Robert Cochran](#)
To: [293-pchearingcomments](#)
Subject: Comments for June 5 Planning Commission Meeting
Date: Thursday, May 30, 2024 6:33:47 PM

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I believe that significant changes need to be made to the Staff's RHNA proposal, for the reasons set out below.

The Potential Long-Term Effects of the Proposal

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for it? Can the environment survive it? The answer to all these questions is “no”.

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Specifically, regarding Sites 61-68:

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Regarding all 12 sites in the “South of Airport” area (sites 1-4 and 61-68):

All sites fail on AB 1397 “realistic sites”. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- Environmentally sensitive area: The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:

- a. Preserving the cultural importance of the land to the Ohlone/Costanoan-Esselen Nation.
- b. The wetlands conserved on this property trap sediment, improve water quality and decrease the flood risk for the downstream communities along the Canyon Del Rey watershed. These ecosystem benefits will help reduce climate change impacts related to increased storm flows of water and sediment.
- c. The wetlands also help to sequester carbon, and the property's location in a wildlife corridor will allow species to move across landscapes to find food, water and shelter.
- d. Proper management of this land will reduce wildfire risk for the surrounding wildland urban interface of Monterey and Del Rey Oaks.
- e. By preventing potential development, the BSLT is protecting important habitats that are part of a valuable wildlife corridor. Deer, coyote, mountain lions and black bears have been spotted on the land.
- f. This preservation supports the State's 30x30 goals of protecting 30% of California lands and waters by 2030

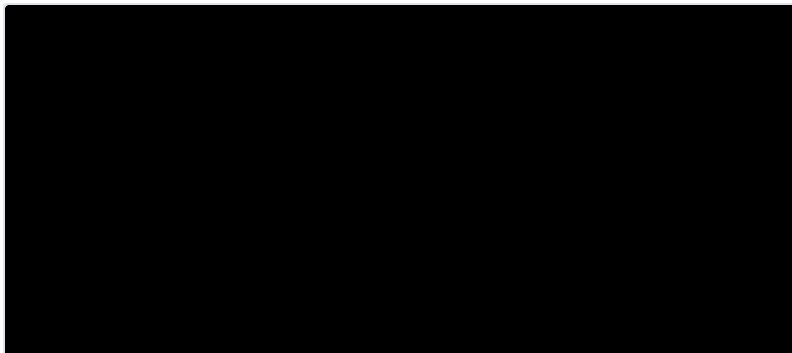
- Water: Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1800 units on the South of Airport sites? As stated in the proposal, water treatment is expensive. *A more realistic approach would be to focus on fewer locations and where water is already available.* This can be achieved by focusing on

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- **Traffic:** Traffic on HW 68 is already congested. Bringing affordable housing closer to jobs is certainly the correct approach but doing so by gridlocking HW 68 is not reasonable. The additional units proposed for the “South of Airport” area (1835 total units) would add over 3500 cars to the intersection of HW 68 with Olmsted Road and Josselyn Canyon Road. Gridlocking HW 68 at Olmsted Road would severely impact ingress and egress to and from Monterey Regional Airport, an economic lifeline to the County. Furthermore, in case of an emergency, it would be impossible to exit these properties.
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- **Vanishing Greenbelt.** The removal of this greenbelt is a significant adverse impact aesthetically and visually as well as a loss of habitat for many keystone animal species that can be observed on the subject parcel. Frequent observations occur of Apex/keystone species such as Mountain Lion, Bobcat and Coyote as well as many avian species of special interest, such as red shouldered hawks and peregrine falcons. Just this past week, KWBW reported on sightings of both bears and mountain lions in the Jacks Peak neighborhood which is within a short walk of these parcels. See: [KSBW TV Action News 8](#)



KSBW TV Action News 8

Some people living near Jack's Peak Park are on edge after a reported bear sighting.

- **Safety (flight crash risk):** Within the past 3 years, a plane from Monterey Airport crashed into a single-family residence located approximately 1 mile south of airport. Fortunately, no one was home at the time and the casualties were limited to the pilot and her

passenger. This will not be the case with such a high-density development which is far closer to the airport. In the event of a similar accident hitting the proposed development, the casualties would number in the hundreds if not thousands.

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Errors such as the above make the reader question the validity of the entire document. What other errors or omissions are in this document which was ‘hurried through’ and is now being “rushed through for approval” because it is six-months late by the Staff and the consultants?

Summary

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The County MUST find a different way to fund affordable housing. The IHO is a failed concept and if continued, will only create more middle- and upper-income developments (potentially for vacation homes rather than our workers) in our community. Our goal of 1100 affordable housing units is not unreachable. This can be supported by beginning to think “outside the box” with funding and focusing on redeployment of existing sites with existing water permits.

Commissioner Diehl said it succinctly when she summarized that “This is

too important to get it wrong.”

Sincerely,

Robert Cochran

Monterey

From: [Robert Behl](#)
To: [293-pchearingcomments](#)
Subject: June 5th Planning Commission Meeting
Date: Thursday, May 30, 2024 6:35:09 PM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Dear Commissioners:

My Wife and I are long-term residents/property owners in Monterey County.

While we fully understand the need for additional lower-cost housing units in the County, we are aghast at the proposed RHNA Staff proposal.

This shoddy plan proposes to build several large sub-divisions with nearly 10,000 homes in order to yield twice the 1500 low/moderate-cost units that are needed, and in the process violating both State requirements and common sense.

Additionally, it takes away permanently, important ecological areas along Monterey's famous scenic highways.

We think most importantly, this is being done without input from you, the Planning Commission which has the expertise and experience to come up with a rational plan, rather than one patched together by non-planning staff.

Please do not let the current proposed plan get forwarded to the State, and become locked in-place for the decades to come.

We are sure that you can make significant improvements.

Thank you,

Robert & JoAnna Behl

From: [Patricia Walton](#)
To: [293-pchearingcomments](#)
Subject: Draft 6th Cycle Housing Element Comments
Date: Thursday, May 30, 2024 9:28:44 PM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Supervisors,

I am writing to provide you with my comments regarding the Draft 6th Cycle Housing Element. I have resided on Oak Tree Place for the past 27 years. After discovering the proposals for this area, I have become extremely concerned and alarmed at the potential impacts these plans would have on this area in order to meet state mandates. I believe this plan will do way more harm than good and other, more compatible, sites must be identified on the peninsula to meet these requirements. This is an important, sensitive and already heavily encroached area that is becoming more and more strained as the Garden Road area and other sites down the highway continue to be developed. We must leave this open space or the entire area will become a dysfunctional gridlock.

We have been very close to fire evacuation twice and our insurance has quadrupled as we live in an extreme fire risk area on the edge of a pine preserve. The Joyce Stevens Pine Preserve and Jacks Peak Regional Park closely border our entire neighborhood. As this is a preservation area, it is not cleared or groomed against fire. Full of natural fuel, one cigarette or lightning strike could catch hundreds of acres (running all the way to Carmel Valley road) in this extremely volatile area. With a high density of forest filled with flammable pines, we constantly worry about how quickly our homes will be threatened should fire spark in that forest. With two lane roads and an already congested highway, how on earth would we all escape should this area be developed further with thousands of new residents all fleeing in one direction?

Freeway traffic is so congested in the mornings and afternoons that commuters are utilizing the rural route from hwy 68, through upper Aguajito Road and across Olmsted Road to the Salinas Highway. This two lane road has become a speedway, too dangerous to walk, cross over, bike ride or pull out onto. I cannot even fathom what this massive additional population would do to this already dangerous situation.

Wildlife has very little open space left to hunt, forage and travel. It is not unusual on any given day to see coyotes and deer crossing through. We have had many visits by mountain lions and bobcats in our yard. At one point a black bear even visited. Please don't take this remaining land from them. They are not less important than humans.

The proposed County housing plan includes developing a multiple parcels on Highway 68 with thousands of units. Developing these parcels would have a significant negative impact on the Highway 68 Scenic Corridor and on the environment, in general, especially as it would increase traffic congestion on Highway 68 and the surrounding rural roads. The parcels are in an area that is labeled as a "highly sensitive viewshed." There has already been extensive development in the Highway 68 Scenic Corridor as evidenced by the airport runway extension, the Highway 68 car condos, and the Montage Ohana building that was inexplicably allowed to loom over the highway. At least, the south side of the highway has

maintained a scenic rural character. If that is now developed, the designation of Highway 68 as a scenic corridor would be in jeopardy.

PROPOSED PLAN CONFLICTS WITH PROJECT OBJECTIVES

The Proposed Plan conflicts with six of the specific objectives, or goals, for the project as outlined in the report. It states that the plan should address the regional housing needs (RHNA) but, Monterey appears to be planning for many more new units than are necessary to meet projected needs. It leads one to wonder if perhaps the Highway 68 parcel is included because an influential developer would like to build on it at the expense of the Highway 68 Scenic Corridor, the environment, and the general enjoyment and welfare of the community. Why unnecessarily change the zoning of this environmentally sensitive area forever for a plan that doesn't actually need it? This remove its protected status and leave it open season for developers to build on and destroy this pristine area for no other reason than profits?

The plan encourages new housing in locations supported by existing or planned infrastructure, while maintaining existing neighborhood character. There is no existing infrastructure on Highway 68 parcel and the neighborhood character is low density residential and rural so the proposed plan does not meet goal 6.

The previously stated goals of "Maintain Existing Housing", "assure high quality maintenance, safety, and habitability of existing housing resources" have been stated. If this is so, why not have programs to rehabilitate and remodel existing housing, especially in core areas of the city? If you build an excess of new housing and significantly increase vacancy rates and decrease rental rates, it is well known that landlords will not be willing or able to maintain existing properties. The result will be some nice new buildings along Highway 68 while the appearance of Monterey's central district continues to degrade. The City of Monterey will already be developing multiple housing projects on Garden Road, which will already increase our population exponentially. We have been told the City and County do not work together on the collective impacts their plans have on the area. The reality is the combined impacts are more than this area can tolerate.

The State of California's goal to promote infill as a way to promote sustainability and minimize negative impacts on the environment. The parcel on Highway 68 does not meet this goal. It is not infill and would require residents to use cars to get to work and for all errands. It is not on a major transit route and it has a very low walk score.

The Proposed Plan should be consistent with the Airport Land Use Compatibility Plan (ALUCP) yet development of these parcels blatantly violates this stated goal. According to ALUCP, the parcel is in Zone 3, where all residential development is prohibited, except low density and infill in already developed areas.

Finally, why not embrace a hybrid plan? Development of the land on South Boundary Rd, makes sense as it's within walking distance of jobs at Ryan Ranch. Why not implement part of the Increased Workforce Alternative Plan but also develop housing along Boundary Rd? Boundary Rd. is not part of a recognized scenic corridor and would be much less likely to add to traffic congestion on Highway 68. In keeping with the State of California's guideline for higher density units that are infill, the City of Monterey could modernize and further develop areas that could use revitalization without destroying the natural beauty and rural character that attracts tourists to visit and retirees to relocate to the Monterey Peninsula.

Thank you for your time and consideration of my input.

Respectfully submitted,

Patricia Walton
CA 93940

7185 Oak Tree Place
(831) 236-4955

Monterey

From: EleceLeverone@gmail.com
To: [293-pchearingcomments](#)
Subject: A Very Serious Issue
Date: Friday, May 31, 2024 6:57:59 AM
Attachments: [Letter to the Supervisors for June 4 2024 meeting .docx](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Please see attached letter, below.

Thank you,
Elece Leverone
Monterra Community
24262 Via Malpaso
Monterey, CA 93923

The Staff's Affordable Housing (RHNA) Proposal must be rejected.

On May 6, 2024, the County published their 985-page Regional Housing Needs Assessment (RHNA) in response to the State's mandate. The work for this proposal started nearly two years ago, was known to be coming for several years, and the County spent nearly \$2M on consultants to prepare this proposal. With all that, they are still 6 months late.

On May 15, 2024, the County's Planning Commission reviewed a presentation by the staff on their work. The proposal was resoundingly rejected by the commission and virtually everyone in attendance (except by one developer).

The Potential Long-Term Effects of the Proposal

The staff analyzed that the County needed 3326 new housing units in the next 8 years. Commissioner Daniels rightly asked, "how many units are currently in the pipeline?" which would reduce this number. After subtracting the "pipeline" units, the ACTUAL need in the County is 1269 units. Adding the state-required 15% buffer should raise the proposal to 1460 units. But the staff is proposing that we build over 10,000 housing units!

While we can always build more units than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is very simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! In fact, Director Spenser stated that "*it is difficult to reverse zoning decisions.*" While we may think that the Planning Commission can control the number of units built through the permitting process, the State is already planning to move local control of RHNA identified sites to the State's HCD. Telling the State that we need 10,000 homes will virtually guarantee that permits for more housing than we need will eventually be approved.

The only possible reason for advocating for 10,000 units is to subsidize the cost of building low-income housing units. Building 10,000 units is essentially building ten East Garrison communities. Can the Monterey Peninsula support

that many new homes? Do we have the infrastructure for it? Can the environment survive it? The answer to all these questions is “no”.

Funding for Affordable Housing

Commissioners Daniels and Diehl point out that, for the past several decades, the County has been using the Inclusionary Housing Ordinance (IHO) as a method to fund the building of Affordable Housing. The IHO requires developers to build one “affordable” house for every four “market” houses that they build. Both commissioners pointed out that this program has been an abject failure. It has failed to build the affordable housing that we need. There must be a better way to achieve the construction of 1200 affordable housing units without destroying the community that we love. At the May 15 meeting, Commissioner Diehl said: we *“cannot support going forward with the IHO as it exists now as a basis for identifying the number of sites as we see here.”*

In March, I asked Director of Housing, Mr. Craig Spenser, “how much financial support would a developer need to build affordable housing and still make a profit?” His answer was “around \$250,000 for each unit” If one assumes that this is roughly correct, it is simple arithmetic to estimate that we need roughly \$35M per year in financial assistance to achieve our housing needs. Our County has a population of roughly 500,000 people. Distributed over the population, this is \$75 per person per year or \$6 per person per month. Obviously, there are other funding methods and algorithms that may be more equitable. In a County as large as ours, this can be done.

Objections for the lack of transparency

Our communities were not informed that there was any discussion regarding the County’s site selection process, the County’s proposal and how it would affect our communities. In fact, when we accidentally learned of the activity and then reached out to the staff (in early December 2023), we were told “it is too late to provide input or for the County to change its proposal.” The staff

told us that notices were posted on the County’s website. This conversation occurred nearly 6 months before the proposal was published and yet, there wasn’t enough time to hear our concerns.

I reached out to my Supervisor in February for a meeting which she arranged with the Staff four weeks later (in March). We provided the Staff with a list of questions, and it took the Staff 6 weeks after the meeting for them to reply.

The County Staff informed me that there were nine “pop-up” events but none in our community and the times and locations of these “pop-up” events were not advertised to us.

According to the proposal, the County Staff had multiple meetings with “stake holders” which are curiously absent of property tax-paying homeowners and residents of the affected areas, but developers were included. Per the proposal, the stake holders included:

- i. Carmel Valley Association
- ii. Tribal Communities
- iii. Fair Housing Providers
- iv. Housing Advocacy and Community Organizations
- v. Affordable Housing Managers
- vi. Ag-based business advocacy groups
- vii. Hospitality community
- viii. Market housing developers
- ix. Affordable housing developers

There are multiple sites (61-69 along HW 68 near Olmsted Road) in the proposal that identify a parcel of land with an existing residence. In the proposal, the staff assumes that the existing houses on several of these sites will be “removed”. I understand that there are other sites in Carmel Valley that have similar designations. To my knowledge, none of these site owners have been informed of the Staff’s recommendations. Several people showed up at the Planning Commission meeting on May 15 and informed the Planning

Commission that they had just learned of these proposals and their impact to their properties within the previous 72 hours.

The Staff seems to be proud that their survey of our County included 532 respondents. This represents approximately 0.1% of our population. How can one base policy and procedures with such a low turnout?

This was not a transparent effort. It seems to have been designed to hide the activities of the staff and their consultants from the community and in particular, the tax-paying property owners of the county.

Calculation and staff recommendations for the County

As mentioned earlier, the staff-reported need (according to the report) is 3764 units, but the ACTUAL need is for 886 extremely low, 210 low and 173 moderate housing units, for a total of 1269 units (see table below which is derived from the proposal) and only 1096 units are for the low and extremely low demographic. Adding the state-required 15% buffer brings the total number of housing units needed for these lower income categories is 1460. But the County is proposing to develop over 10,000 housing units.

Housing type	Identified Need	Units In Process	Actual Need
Extremely low	1070	184	886
Low	700	490	210
Moderate	420	247	173
Above Market	1136	1345	-209

The Inclusionary Housing Ordinance (IHO) is used to justify these additional units. The IHO places an unnecessary overhead of unneeded market rate units; in this case, over 8,000 unnecessary housing units would be built. This formula forces the County to approve the development of housing units **that are not needed and only amplify sprawl and negatively impact the environment.** As mentioned by Commissioners Daniels and Diehl, the IHO has been a failure for decades.

The County needs to investigate other funding mechanisms such as vouchers, low-income housing tax credits, property tax increases and grants. I estimate that the County needs approximately \$35M per year to support the development of these units (1100 units x \$250K/unit divided by 8 years; note that moderate units do not need additional funding). This is not an insurmountable amount. The 80/20 rule (the IHO rule) simply leads to gross overbuilding of unneeded higher income housing and an monstrous environmental impact.

Errors in the recommended sites

The published guidelines for the RHNA proposal include instructions to:

- 1) Protect desirable land uses
- 2) Prevent soil erosion and enhance water quality
- 3) Minimize risks from fire

This proposal fails on all three counts.

Furthermore, the proposal fails miserably on infrastructure requirements.

The Housing Element Sites Inventory Guidebook specifically states that the County is to:

Provide in the analysis a general description of any known environment or other features (floodplains, protected wetlands, oak tree preserves, very high fire hazard severity zones) that have the potential to impact the development viability of the identified sites.....The analysis must demonstrate that the existence of these features will not preclude development of the sites identified in the planning period at the projected residential densities/capacities.

and

Determine if parcels included in the inventory, including any parcels identified for rezoning, have sufficient water, sewer and dry utilities available and accessible to support housing development or whether they are included in an existing general plan program or other mandatory program plan

The Staff's proposal fails on both requirements. Sites with floodplains, protected wetlands, oak tree preserves, and very high fire hazard are included in the proposal. Furthermore, sites without water resources, sewers etc., are also included. These sites need to be removed from the proposal.

Objections to sites 1-4 and 61-68 in the "South of Airport" vicinity

Taken together these sites have a capacity of 1835 units in the RHNA proposal. This is approximately 20% of the entire County's proposal. If this were to be completed, a fair estimate for the population of the proposed South of Airport housing would be approximately 3700 people, all located within 110 acres (according to the proposal), which is 0.17 square miles. This is a population density of over 19,000 people/sq mile. In comparison, the population density of the City of Monterey is only 3,285 people/sq mile. In fact, the proposed South of Airport housing would have a higher population density than the city of San Francisco (18,633 people/sq mile).

The negative impact on the environment cannot be overstated.

There are numerous problems with the proposal for these sites. Specifically, regarding Sites 61-68:

- a. These sites will account for 417 housing units.
- b. The proposal is to remove existing houses to build affordable housing. The text regarding several of these seven sites says: "***The existing development (house) at this site is assumed to be removed for higher density housing development to occur.***"

Has the staff informed the homeowners and residents that the County is considering removing them from their properties?

- c. The entrances and exits from these properties are single lane roads (not larger than a driveway and can only accommodate a single car in one direction) directly onto HW68. **In case of an emergency, how are approximately 750 cars going to exit using a single lane driveway onto Highway 68?**

Regarding all 12 sites in the “South of Airport” area (sites 1-4 and 61-68):

All sites fail on AB 1397 “realistic sites”. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- **Environmentally sensitive area:** The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:
 - a. Preserving the cultural importance of the land to the Ohlone/Costanoan-Esselen Nation.
 - b. The wetlands conserved on this property trap sediment, improve water quality and decrease the flood risk for the downstream communities along the Canyon Del Rey watershed. These ecosystem benefits will help reduce climate change impacts related to increased storm flows of water and sediment.
 - c. The wetlands also help to sequester carbon, and the property’s location in a wildlife corridor will allow species to move across landscapes to find food, water and shelter.
 - d. Proper management of this land will reduce wildfire risk for the surrounding wildland urban interface of Monterey and Del Rey Oaks.
 - e. By preventing potential development, the BSLT is protecting important habitats that are part of a valuable wildlife corridor. Deer, coyote, mountain lions and black bears have been spotted on the land.

- f. This preservation supports the State's 30×30 goals of protecting 30% of California lands and waters by 2030,
- **Water:** Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. **How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1800 units on the South of Airport sites?** As stated in the proposal, water treatment is expensive. ***A more realistic approach would be to focus on locations where water is already available.*** This can be achieved by focusing on redevelopment of existing buildings and converting them into affordable housing units (as has been done in Salinas at the Rabobank project).
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with funding and focusing on redeployment of existing sites with existing water permits.

Finally, the Supervisors CANNOT accept an analysis and proposal that is riddled with errors. Commissioner Diehl said it succinctly when she summarized that “***if you want something badly, that’s what you’re going to get. This is too important to get it wrong.***”

From: [Stuart Jacobs](#)
 To: [293-pcheamqcomments](#)
 Subject: Olmsted proposal
 Date: Friday, May 31, 2024 8:26:14 AM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

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The Potential Long-Term Effects of the Proposal

The staff analyzed that the County needed 3326 new housing units in the next 8 years. Commissioner Daniels rightly asked, “how many units are currently in the pipeline?” which would reduce this number. After subtracting the “pipeline” units, the ACTUAL need in the County is 1269 units. Adding the state-required 15% buffer should raise the proposal to 1460 units. But the staff is proposing that we build over 10,000 housing units!

While we can always build more units than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is very simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! Director Spenser confirmed this at the May 15, 2024 meeting and further stated that “it is difficult to reverse zoning decisions.” While we may think that the Planning Commission can control the number of units built through the permitting process, the State is already planning to move local control of RHNA identified sites to the State’s HCD. Telling the State that we need 10,000 homes will virtually guarantee that permits for more housing than we need will eventually be approved.

The only possible reason for advocating for 10,000 units is to subsidize the cost of building low-income housing units. Building 10,000 units is essentially building ten East Garrison communities. Can the Monterey Peninsula support that many new homes? Do we have the infrastructure for it? Can the environment survive it? The answer to all these questions is “no”.

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As mentioned earlier, the staff-reported need (according to the report) is 3764 units, but the ACTUAL need is for 886 extremely low, 210 low and 173 moderate housing units, for a total of 1269 units (see table below which is derived from the proposal) and only 1096 units are for the low and extremely low demographic. Adding the state-required 15% buffer brings the total number of housing units needed for these lower- and middle-income categories is 1260. But the County is proposing to develop over 10,000 housing units.

Housing type	Identified Need	Units In Process	Actual Need
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Low	700	490	210
Moderate	420	247	173
Above Market	1136	1345	-209

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The County needs to investigate other funding mechanisms such as vouchers, low-income housing tax credits, property tax increases and grants. The 80/20 rule (the IHO rule) simply leads to gross overbuilding of unneeded higher income housing and a monstrous environmental impact.

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The Staff seems to be proud that their survey of our County included 532 respondents. This represents approximately 0.1% of our population (one person per 1000!). How can the County base policy and procedures with such a low turnout?

This was not a transparent effort. It seems to have been designed to hide the activities of the staff and their consultants from the community, and particularly the tax-paying property owners of the county.

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- 1) Protect desirable land uses
- 2) Prevent soil erosion and enhance water quality
- 3) Minimize risks from fire

This proposal fails on all three counts.

Furthermore, the proposal fails miserably on infrastructure requirements.

The *Housing Element Sites Inventory Guidebook* specifically states that the County is to:

Provide in the analysis a general description of any known environment or other features (floodplains, protected wetlands, oak tree preserves, very high fire hazard severity zones) that have the potential to impact the development viability of the identified sites.....The analysis must demonstrate that the existence of these features will not preclude development of the sites identified in the planning period at the projected residential densities/capacities.

and

Determine if parcels included in the inventory, including any parcels identified for rezoning, have sufficient water, sewer and dry utilities available and accessible to support housing development or whether they are included in an existing general plan program or other mandatory program plan...

The Staff’s proposal fails on both requirements. Sites with floodplains, protected wetlands, oak tree preserves, and very high fire hazard are included in the proposal. Furthermore, sites without water resources, sewers etc., are also included. These sites need to be removed from the proposal.

Objections to sites 1-4 and 61-68 in the “South of Airport” vicinity

Taken together these sites have a capacity of 1835 units in the RHNA proposal. This is approximately 20% of the entire County’s proposal. If this were to be completed, a fair estimate for the population of the proposed South of Airport housing would be approximately 3700 people, all located within 110 acres (according to the proposal), which is 0.17 square miles. This is a population density of over 19,000 people/sq mile. In comparison, the population density of the City of Monterey is only 3,285 people/sq mile. In fact, the proposed South of Airport housing would have a higher population density than the city of San Francisco (18,633 people/sq mile).

The negative impact on the environment cannot be overstated.

There are numerous problems with the proposal for these sites. Specifically, regarding Sites 61-68:

- a. These sites will account for 417 housing units.
- b. The proposal is to remove existing houses to build affordable housing. The text regarding several of these seven sites says: *“The existing development (house) at this site is assumed to be removed for higher density housing development to occur.” Has the staff informed the homeowners and residents that the County is considering removing them from their properties?*
- c. The entrances and exits from these properties are single lane roads (not larger than a driveway and can only accommodate a single car in one direction) directly onto HW68. In case of an emergency, how are approximately 750 cars going to exit using a single lane driveway onto Highway 68?

Regarding all 12 sites in the “South of Airport” area (sites 1-4 and 61-68):

All sites fail on AB 1397 “realistic sites”. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- Environmentally sensitive area: The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:
 - a. Preserving the cultural importance of the land to the Ohlone/Costanoan-Esselen Nation.
 - b. The wetlands conserved on this property trap sediment, improve water quality and decrease the flood risk for the

downstream communities along the Canyon Del Rey watershed. These ecosystem benefits will help reduce climate change impacts related to increased storm flows of water and sediment.

- c. The wetlands also help to sequester carbon, and the property’s location in a wildlife corridor will allow species to move across landscapes to find food, water and shelter.
- d. Proper management of this land will reduce wildfire risk for the surrounding wildland urban interface of Monterey and Del Rey Oaks.
- e. By preventing potential development, the BSLT is protecting important habitats that are part of a valuable wildlife corridor. Deer, coyote, mountain lions and black bears have been spotted on the land.
- f. This preservation supports the State’s 30×30 goals of protecting 30% of California lands and waters by 2030

- **Water:** Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1800 units on the South of Airport sites? As stated in the proposal, water treatment is expensive. *A more realistic approach would be to focus on fewer locations and where water is already available.* This can be achieved by focusing on redevelopment of existing buildings and converting them into affordable housing units (as has been done in Salinas at the Rabobank project).
- **Traffic:** Traffic on HW 68 is already congested. Bringing affordable housing closer to jobs is certainly the correct approach but doing so by gridlocking HW 68 is not reasonable. The additional units proposed for the “South of Airport” area (1835 total units) would add over 3500 cars to the intersection of HW 68 with Olmsted Road and Josselyn Canyon Road. Gridlocking HW 68 at Olmsted Road would severely impact ingress and egress to and from Monterey Regional Airport, an economic lifeline to the County. Furthermore, in case of an emergency, it would be impossible to exit these properties.
- **Air quality:** The congested traffic will cause significant deterioration in local air quality, both to onsite residents of the new development and to nearby existing populations. The specific pollutants of public health concern are sulfur dioxide, oxides of nitrogen, carbon monoxide and carbon fiber from tires. Approximately 20,000 deaths per annum occur in the United States from these air pollutants. The additional pollutants will certainly decrease the health of this community.
- **Fire hazard:** This area is in a “high fire danger zone” and is adjacent to an “extremely high fire danger zone.” At present, it is virtually impossible to obtain fire insurance for most houses in the area. Homeowners and residents in this area will have to bear the burden of self-insuring but affordable housing is for low-income households who cannot afford to self-insure. Additionally, one of the important functions of the existing greenbelt zoning gives the entire community an important firebreak. CALFIRE depends on this parcel for fire protection of this whole region. These parcels are effectively the last line of defense to repel a wildfire from entering the City of Monterey. These parcels were used extensively by CALFIRE for staging during the last major wildfire.
- **Airport noise:** The takeoff noise of individual flights over the subject parcel needing rezoning could reach 85 decibels or higher. Not only is this level high enough to cause progressive hearing loss to the 3000+ residents of the subject parcels, but that sound level would make a simple child pedestrian crossing of Olmstead a life-threatening event for both children and seniors, who may cross Olmstead frequently but cannot hear oncoming cars due to the noise from plane engines.
- **Vanishing Greenbelt.** The removal of this greenbelt is a significant adverse impact aesthetically and visually as well as a loss of habitat for many keystone animal species that can be observed on the subject parcel. Frequent observations occur of Apex/keystone species such as Mountain Lion, Bobcat and Coyote as well as many avian species of special interest, such as red shouldered hawks and peregrine falcons. Just this past week, KWBW reported on sightings of both bears and mountain lions in the Jacks Peak neighborhood which is within a short walk of these parcels.
See: <https://www.facebook.com/100064912142998/posts/pfbid02iGASUzZpuoAmstjiLESdDoMmStMdD3E9S1wmgESr3dUWNMEuVBRAPPjHhPuH1BzJl/?mibextid=cr9u03>
- **Safety (flight crash risk):** Within the past 3 years, a plane from Monterey Airport crashed into a single-family residence located approximately 1 mile south of airport. Fortunately, no one was home at the time and the casualties were limited to the pilot and her passenger. This will not be the case with such a high-density development which is far closer to the airport. In the event of a similar accident hitting the proposed development, the casualties would number in the hundreds if not thousands.
- **Carcinogenic Aquifer Plume emanating from Fort Ord.** It is well established that there are several carcinogenic and toxic chemicals in the groundwater emanating from Fort Ord. It is also known that this subsurface water plume is presently moving in the direction of the proposed rezoning parcel, if not already present beneath the subject parcel. This is a serious threat to residents of the subject parcels, particularly to children who will predictably explore the soil of their neighborhood.

Errors in proposal for all the South of Airport sites:

The parcels are all graded on an Amenity Point System which is based upon distances to needed amenities, such as grocery stores, jobs and doctors’ offices. The stated distances in the proposal from these sites to these amenities are incorrect and hence, also the subsequent Amenity Grade. For these 12 sites, the description identifies a doctor’s office that does not exist and distances to amenities that are incorrect. The table below illustrates the errors, where the Distance in the Proposal is compared to the Actual Distance:

Entity	Distance in Proposal (miles)	Actual Distance (miles)
Safeway	1	3

Doctors on Duty (Monterey)	1	5
The Foothill Elementary School is not an open school. DOES NOT EXIST. They closed the site several years ago. It is currently leased to a chartered school and is therefore unavailable for public use. The County cannot use this in the amenity point system.		
Errors such as "inside Foothill" and "the reader" question the validity of the entire document. What other errors or omissions are in this document which was "hurried through" and is now being "rushed through for approval" because it is six-months late by the Staff and the consultants?	0.5	3
Foothill School	0.5	Not Available

Summary

The Staff and the Supervisors have not provided its constituents with a transparent process, nor have they actively included the county's major stakeholders, that is, the tax-paying residents. When reached by members of the public, the staff reported that the proposal could not be amended. When asked for meetings, the staff were typically too busy and responded to our questions in months rather than days.

The Staff spent nearly \$2M on consultants from Irvine, CA, and this proposal appears to be nothing more than an internet search using "Google Maps" and "Siri". The sloppiness of this report cannot be overstated. The viability of the sites was not confirmed. In many cases, the slopes of these sites are over 25 degrees, which makes them virtually impossible to build upon. Sites inside "extremely high fire danger zones" should have been removed. Sites with archeological significance, or wetlands, should have been removed. The number of errors in this report is appalling. This makes one question how the County is spending our tax-payer money.

The County MUST find a different way to fund affordable housing. The IHO is a failed concept and if continued, will only create more middle- and upper-income developments (potentially for vacation homes rather than our workers) in our community. Our goal of 1100 affordable housing units is not unreachable. This can be supported by beginning to think "outside the box" with funding and focusing on redeployment of existing sites with existing water permits.

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Sent from my iPhone

From: [Stephanie Stevenson](#)
To: [293-ncheamqcomments](#)
Subject: Olmsted proposal
Date: Friday, May 31, 2024 8:35:16 AM

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See: <https://www.facebook.com/100064912142998/posts/pfbid02iGA5UzZpuoAmstjILESdDoMmStMdD3E9S1wmgESr3dUWNMEuVBRAPPJHhPuH1BzJl/?mibextid=cr9u03>

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Summary

The Staff and the Supervisors have not provided its constituents with a transparent process, nor have they actively included the county's major stakeholders, that is, the tax-paying residents. When reached by members of the public, the staff reported that the proposal could not be amended. When asked for meetings, the staff were typically too busy and responded to our questions in months rather than days.

The Staff spent nearly \$2M on consultants from Irvine, CA, and this proposal appears to be nothing more than an internet search using "Google Maps" and "Siri". The sloppiness of this report cannot be overstated. The viability of the sites was not confirmed. In many cases, the slopes of these sites are over 25 degrees, which makes them virtually impossible to build upon. Sites inside "extremely high fire danger zones" should have been removed. Sites with archeological significance, or wetlands, should have been removed. The number of errors in this report is appalling. This makes one question how the County is spending our tax-payer money.

The County MUST find a different way to fund affordable housing. The IHO is a failed concept and if continued, will only create more middle- and upper-income developments (potentially for vacation homes rather than our workers) in our community. Our goal of 1100 affordable housing units is not unreachable. This can be supported by beginning to think "outside the box" with funding and focusing on redeployment of existing sites with existing water permits.

Finally, Commissioner Dieht said it succinctly when she summarized that "if you want something badly, that's what you're going to get. This is too important to get it wrong."

From: [Allen, Eric](#)
To: [293-pchearingcomments](#); [100-District 1 \(831\) 647-7991](#); [100-District 2 \(831\) 755-5022](#); [100-District 3 \(831\) 385-8333](#); [100-District 4 \(831\) 883-7570](#); [100-District 5 \(831\) 647-7755](#)
Subject: letter to supervisors regarding RHNA proposal
Date: Friday, May 31, 2024 7:57:39 AM
Attachments: [Letter to the Supervisors for June 4 2024 meeting .pdf](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

I have lived in Monterey since 1996. I have worked for the VA as a primary care doctor since 1996.

Around the VA building on 201 9th street there is an remarkable building of apartments/homes. It is a visual example of what is being done to build homes in a concentrated form. I am worried about this type of building and can already envision the impact this will have on the traffic and congestion in this area.

I am also concerned of the concentrated housing being proposed in the city of Monterey. Please review the letter attached as it is a well thought out reason you need to reconsider you current plans.

Please let me know your thoughts on this matter.

Eric Allen, MD

The Staff's Affordable Housing (RHNA) Proposal must be rejected.

On May 6, 2024, the County published their 985-page Regional Housing Needs Assessment (RHNA) in response to the State's mandate. The work for this proposal started nearly two years ago, was known to be coming for several years, and the County spent nearly \$2M on consultants to prepare this proposal. With all that, they are still 6 months late.

On May 15, 2024, the County's Planning Commission reviewed a presentation by the staff on their work. The proposal was resoundingly rejected by the commission and virtually everyone in attendance (except by one developer).

The Potential Long-Term Effects of the Proposal

The staff analyzed that the County needed 3326 new housing units in the next 8 years. Commissioner Daniels rightly asked, "how many units are currently in the pipeline?" which would reduce this number. After subtracting the "pipeline" units, the ACTUAL need in the County is 1269 units. Adding the state-required 15% buffer should raise the proposal to 1460 units. But the staff is proposing that we build over 10,000 housing units!

While we can always build more units than proposed, it is imperative to propose the minimum number that the State mandates. The reason for this is very simple: once the plan is accepted, the State will require the County to rezone all the sites identified in the proposal into high density residential zones with up to 20 housing units per acre. Even more concerning is that this rezoning may be permanent! In fact, Director Spenser stated that "*it is difficult to reverse zoning decisions.*" While we may think that the Planning Commission can control the number of units built through the permitting process, the State is already planning to move local control of RHNA identified sites to the State's HCD. Telling the State that we need 10,000 homes will virtually guarantee that permits for more housing than we need will eventually be approved.

The only possible reason for advocating for 10,000 units is to subsidize the cost of building low-income housing units. Building 10,000 units is essentially building ten East Garrison communities. Can the Monterey Peninsula support

that many new homes? Do we have the infrastructure for it? Can the environment survive it? The answer to all these questions is “no”.

Funding for Affordable Housing

Commissioners Daniels and Diehl point out that, for the past several decades, the County has been using the Inclusionary Housing Ordinance (IHO) as a method to fund the building of Affordable Housing. The IHO requires developers to build one “affordable” house for every four “market” houses that they build. Both commissioners pointed out that this program has been an abject failure. It has failed to build the affordable housing that we need. There must be a better way to achieve the construction of 1200 affordable housing units without destroying the community that we love. At the May 15 meeting, Commissioner Diehl said: we *“cannot support going forward with the IHO as it exists now as a basis for identifying the number of sites as we see here.”*

In March, I asked Director of Housing, Mr. Craig Spenser, “how much financial support would a developer need to build affordable housing and still make a profit?” His answer was “around \$250,000 for each unit” If one assumes that this is roughly correct, it is simple arithmetic to estimate that we need roughly \$35M per year in financial assistance to achieve our housing needs. Our County has a population of roughly 500,000 people. Distributed over the population, this is \$75 per person per year or \$6 per person per month. Obviously, there are other funding methods and algorithms that may be more equitable. In a County as large as ours, this can be done.

Objections for the lack of transparency

Our communities were not informed that there was any discussion regarding the County’s site selection process, the County’s proposal and how it would affect our communities. In fact, when we accidentally learned of the activity and then reached out to the staff (in early December 2023), we were told “it is too late to provide input or for the County to change its proposal.” The staff

told us that notices were posted on the County’s website. This conversation occurred nearly 6 months before the proposal was published and yet, there wasn’t enough time to hear our concerns.

I reached out to my Supervisor in February for a meeting which she arranged with the Staff four weeks later (in March). We provided the Staff with a list of questions, and it took the Staff 6 weeks after the meeting for them to reply.

The County Staff informed me that there were nine “pop-up” events but none in our community and the times and locations of these “pop-up” events were not advertised to us.

According to the proposal, the County Staff had multiple meetings with “stake holders” which are curiously absent of property tax-paying homeowners and residents of the affected areas, but developers were included. Per the proposal, the stake holders included:

- i. Carmel Valley Association
- ii. Tribal Communities
- iii. Fair Housing Providers
- iv. Housing Advocacy and Community Organizations
- v. Affordable Housing Managers
- vi. Ag-based business advocacy groups
- vii. Hospitality community
- viii. Market housing developers
- ix. Affordable housing developers

There are multiple sites (61-69 along HW 68 near Olmsted Road) in the proposal that identify a parcel of land with an existing residence. In the proposal, the staff assumes that the existing houses on several of these sites will be “removed”. I understand that there are other sites in Carmel Valley that have similar designations. To my knowledge, none of these site owners have been informed of the Staff’s recommendations. Several people showed up at the Planning Commission meeting on May 15 and informed the Planning

Commission that they had just learned of these proposals and their impact to their properties within the previous 72 hours.

The Staff seems to be proud that their survey of our County included 532 respondents. This represents approximately 0.1% of our population. How can one base policy and procedures with such a low turnout?

This was not a transparent effort. It seems to have been designed to hide the activities of the staff and their consultants from the community and in particular, the tax-paying property owners of the county.

Calculation and staff recommendations for the County

As mentioned earlier, the staff-reported need (according to the report) is 3764 units, but the ACTUAL need is for 886 extremely low, 210 low and 173 moderate housing units, for a total of 1269 units (see table below which is derived from the proposal) and only 1096 units are for the low and extremely low demographic. Adding the state-required 15% buffer brings the total number of housing units needed for these lower income categories is 1460. But the County is proposing to develop over 10,000 housing units.

Housing type	Identified Need	Units In Process	Actual Need
Extremely low	1070	184	886
Low	700	490	210
Moderate	420	247	173
Above Market	1136	1345	-209

The Inclusionary Housing Ordinance (IHO) is used to justify these additional units. The IHO places an unnecessary overhead of unneeded market rate units; in this case, over 8,000 unnecessary housing units would be built. This formula forces the County to approve the development of housing units **that are not needed and only amplify sprawl and negatively impact the environment.** As mentioned by Commissioners Daniels and Diehl, the IHO has been a failure for decades.

The County needs to investigate other funding mechanisms such as vouchers, low-income housing tax credits, property tax increases and grants. I estimate that the County needs approximately \$35M per year to support the development of these units (1100 units x \$250K/unit divided by 8 years; note that moderate units do not need additional funding). This is not an insurmountable amount. The 80/20 rule (the IHO rule) simply leads to gross overbuilding of unneeded higher income housing and an monstrous environmental impact.

Errors in the recommended sites

The published guidelines for the RHNA proposal include instructions to:

- 1) Protect desirable land uses
- 2) Prevent soil erosion and enhance water quality
- 3) Minimize risks from fire

This proposal fails on all three counts.

Furthermore, the proposal fails miserably on infrastructure requirements.

The Housing Element Sites Inventory Guidebook specifically states that the County is to:

Provide in the analysis a general description of any known environment or other features (floodplains, protected wetlands, oak tree preserves, very high fire hazard severity zones) that have the potential to impact the development viability of the identified sites.....The analysis must demonstrate that the existence of these features will not preclude development of the sites identified in the planning period at the projected residential densities/capacities.

and

Determine if parcels included in the inventory, including any parcels identified for rezoning, have sufficient water, sewer and dry utilities available and accessible to support housing development or whether they are included in an existing general plan program or other mandatory program plan

The Staff's proposal fails on both requirements. Sites with floodplains, protected wetlands, oak tree preserves, and very high fire hazard are included in the proposal. Furthermore, sites without water resources, sewers etc., are also included. These sites need to be removed from the proposal.

Objections to sites 1-4 and 61-68 in the "South of Airport" vicinity

Taken together these sites have a capacity of 1835 units in the RHNA proposal. This is approximately 20% of the entire County's proposal. If this were to be completed, a fair estimate for the population of the proposed South of Airport housing would be approximately 3700 people, all located within 110 acres (according to the proposal), which is 0.17 square miles. This is a population density of over 19,000 people/sq mile. In comparison, the population density of the City of Monterey is only 3,285 people/sq mile. In fact, the proposed South of Airport housing would have a higher population density than the city of San Francisco (18,633 people/sq mile).

The negative impact on the environment cannot be overstated.

There are numerous problems with the proposal for these sites. Specifically, regarding Sites 61-68:

- a. These sites will account for 417 housing units.
- b. The proposal is to remove existing houses to build affordable housing. The text regarding several of these seven sites says: "***The existing development (house) at this site is assumed to be removed for higher density housing development to occur.***"

Has the staff informed the homeowners and residents that the County is considering removing them from their properties?

- c. The entrances and exits from these properties are single lane roads (not larger than a driveway and can only accommodate a single car in one direction) directly onto HW68. **In case of an emergency, how are approximately 750 cars going to exit using a single lane driveway onto Highway 68?**

Regarding all 12 sites in the “South of Airport” area (sites 1-4 and 61-68):

All sites fail on AB 1397 “realistic sites”. The State requires that all sites proposed be “realistic sites” and these sites all fail for the following reasons:

- **Environmentally sensitive area:** The Big Sur Land Trust (BSLT) has recently purchased a 50-acre parcel of land that is contiguous to these parcels and, together, form a wildlife corridor and essential fire break. The features of the purchased land will also be true for these parcels. These features include:
 - a. Preserving the cultural importance of the land to the Ohlone/Costanoan-Esselen Nation.
 - b. The wetlands conserved on this property trap sediment, improve water quality and decrease the flood risk for the downstream communities along the Canyon Del Rey watershed. These ecosystem benefits will help reduce climate change impacts related to increased storm flows of water and sediment.
 - c. The wetlands also help to sequester carbon, and the property’s location in a wildlife corridor will allow species to move across landscapes to find food, water and shelter.
 - d. Proper management of this land will reduce wildfire risk for the surrounding wildland urban interface of Monterey and Del Rey Oaks.
 - e. By preventing potential development, the BSLT is protecting important habitats that are part of a valuable wildlife corridor. Deer, coyote, mountain lions and black bears have been spotted on the land.

- f. This preservation supports the State's 30×30 goals of protecting 30% of California lands and waters by 2030,
- **Water:** Recently, a developer investigated the availability of water on parcels 2-4 by drilling, for the purpose of building a development using the Affordable Housing Overlay. The study concluded that there was insufficient water to proceed without additional water permits (page 3-42 in the proposal). However, no additional water permits are available in the county. **How does the County propose to build approximately 10,000 housing units without water, and specifically, over 1800 units on the South of Airport sites?** As stated in the proposal, water treatment is expensive. ***A more realistic approach would be to focus on locations where water is already available.*** This can be achieved by focusing on redevelopment of existing buildings and converting them into affordable housing units (as has been done in Salinas at the Rabobank project).
 - **Traffic:** Traffic on HW 68 is already congested. Bringing affordable housing closer to jobs is certainly the correct approach but doing so by gridlocking HW 68 is not reasonable. The additional units proposed for the "South of Airport" area (1835 total units) would add over 3500 cars to the intersection of HW 68 with Olmsted Road and Josselyn Canyon Road. Gridlocking HW 68 at Olmsted Road would severely impact ingress and egress to and from Monterey Regional Airport, an economic lifeline to the County. Furthermore, in case of an emergency, it would be unfeasible to exit these properties.
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with funding and focusing on redeployment of existing sites with existing water permits.

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