

**SKYLINE  
LAND USE PLAN**

**CITY OF MONTEREY  
LOCAL COASTAL PROGRAM**

# **CITY OF MONTEREY**

## **SKYLINE LOCAL COASTAL PROGRAM LAND USE PLAN**

**Certified by Coastal Commission  
August 13, 1992**

**City of Monterey Adopts Resolution  
Accepting Coastal Commission Changes  
October 20, 1992**

***\*\*This document incorporates changes made by the Coastal Commission\*\****

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	6. Resolution No. 01-98 Certifying the Local Coastal Program for the City of Monterey

## 1.0 INTRODUCTION

### A. LEGISLATIVE MANDATE

The City of Monterey is mandated by the California Coastal Act of 1976 to prepare a Local Coastal Program (LCP) for the area of the City which lies within the Coastal Zone boundary shown in Figures 1a and 1b. The LCP is to consist of City land use plans and land use controls that implement the provisions of the California Coastal Act of 1976.

As provided for in the Coastal Act, the City of Monterey is submitting its LCP in the five segments shown in Figures 1a and 1b. This land use plan concerns itself only with Segment D, the Skyline ridge line of Monterey. Separate land use plans have been prepared for each of the other four segments.

This approved land use plan only constitutes half of the total Local Coastal Program for the Skyline area, as defined by the California Coastal Act of 1976. With approval of this land use plan, land use controls are to be prepared following a process similar to that followed with the preparation of this land use plan. Certified land use controls, when combined with this land use plan, will represent the Local Coastal Program for the Skyline segment of the City of Monterey's coastal zone area. With a certified Local Coastal Program, the City will then be able to assume the responsibility for issuing coastal development permits.

### B. BACKGROUND

#### 1. SKYLINE -- SCENIC DRIVE ANNEXATION

When the Coastal Zone boundary was drawn in early 1977, the Scenic Drive area was part of the Del Monte Forest and the County of Monterey. The Coastal Zone boundary shown in Figure 2 was the city limit line prior to the City's annexation of the Scenic Drive area. With annexation of the Scenic Drive area to the city, the new city limit line now follows Holman Highway 68 and establishes a much clearer physical boundary than the existing Coastal Zone boundary (the old city limit line), which is denoted only by a property line. The Scenic Drive area of the Skyline segment comprises 107 acres.

#### 2. SKYLINE -- MONTEREY PRESIDIO

The Skyline segment also includes the upper portion of the Monterey Presidio. Referred to in this document as the Presidio planning area, the U.S. Army Presidio is a federal reservation and, therefore, not directly subject to the LCP planning requirements of the California Coastal Act. Information in this document pertaining to the Presidio, therefore, is advisory in nature with respect to the Coastal Act requirements.

Since the original drafting and adoption of the *Skyline LCP* in 1983, the Presidio has completed a student housing project on the lower 90-acre portion of the Presidio Knoll. The upper 80-acre portion of the knoll has been preserved in open space as a passive city park through a long-term lease between the City of Monterey and the U.S. Army. Called the Presidio Nature Reserve, primary access to the park is by foot through the City's Veterans' Memorial Park.

Figure 1a

Figure 1b

Figure 2

### 3. SKYLINE -- DEANNEXATION OF 3.38-ACRE PARCEL

As of October 29, 1987, the 3.38-acre parcel on the west side of Holman Highway 68, the only land in the city limits of Monterey and in the Skyline LCP planning area on that side of the highway, was deannexed from the City of Monterey. The parcel was then annexed to the Pebble Beach Community Services District in Monterey County. The highway portion between the parcel and the City of Monterey was also deannexed and now lies within Monterey County (see Figure 1b).

During the deannexation process, the 3.38-acre parcel was purchased from private ownership by the Pebble Beach Company for open space preservation as a condition of Coastal Commission approval of its Spanish Bay project. The parcel was then given to the Del Monte Forest Foundation for open space as part of the adjacent 400-acre S.F.B. Morse Botanical Reserve.

As a result of this deannexation, the Skyline LCP planning area has been revised to delete this parcel from reference throughout the LCP document. The parcel now lies within the Del Monte Forest LCP planning area.

### 4. SKYLINE -- AGREEMENT FOR LCP PREPARATION BY MONTEREY COUNTY

As the Scenic Drive area of the Skyline segment was within the County of Monterey when the California Coastal Act of 1976 was passed and both the Scenic Drive and Presidio areas were seen for the purposes of LCP planning as being a part of Del Monte Forest, the City of Monterey felt that the mandated LCP for the Skyline segment could best be accomplished if it was undertaken by the County of Monterey when the County prepared the Del Monte Forest LCP. At the City of Monterey's request and with Coastal Commission approval, the County of Monterey agreed to prepare the LCP for the City's Skyline segment as part of the County's Del Monte Forest LCP.

It should be noted that, while the County agreed to prepare the LCP for the Skyline area, the City of Monterey, as required by the Coastal Act, has still retained the responsibility for the content of the LCP. It is, thus, the City of Monterey's responsibility to approve the Skyline LCP and submit it to the Coastal Commission for certification.

### C. LAND USE PLANNING PROCESS

The existing conditions, general goals, land use designations, and policies found in the Land Use plan are the result of a County of Monterey planning effort which began in the summer of 1977. Before this land use plan was prepared, a study of the natural resources and an environmental assessment of the entire Del Monte Forest planning area, of which Skyline is a part, was undertaken to ascertain the local and state-wide goals needed to preserve and enhance the Del Monte Forest area.

As required by the Coastal Act, public participation has been a key element of the County of Monterey's planning effort. Historically a part of the Del Monte Forest LUP for the County, the entire Skyline area (including the Presidio) was subject to the local coastal planning process. This process included citizen involvement through public hearings for LCP issue identification, the LCP Work Program, and for final inclusion within the County's Del Monte Forest LUP. In addition to these public hearings, the Del Monte Forest Area Local Coastal Program Citizens' Advisory

Committee (CAC) provided citizen input to the program. Regular meetings of the CAC began in November, 1979, to discuss background reports, planning issues, and goals for the community under the LCP. Scheduled meetings were advertised in local newspapers to encourage public attendance. Additional public hearings were held concurrent with review of this document by the County Planning Commission and the Board of Supervisors. Additional public participation occurred during the City's review of the Skyline LUP (beginning in November, 1982) and the State Coastal Commission's consideration of the land use plan. After significant public input and revisions, the land use plan was adopted by the City in October, 1983. State adoption occurred in November, 1983.

#### D. RELATIONSHIP OF THE LCP TO EXISTING PLANS

The policies, programs, and recommend land uses in this land use plan basically reflect the General Plan for the City of Monterey around the upper Presidio portion of the planning area and the 1977 General Development Plan for the Scenic Drive annexation area encompassing Community Hospital and surrounding parcels. One exception in reflecting these land use plans, specifically, is the optional land use proposed for an 18-acre parcel behind the hospital, where the adopted 1977 Scenic Drive Annexation General Development Plan designated a 40-unit condominium Planned Unit Development (PUD). At the request of Community Hospital, the 18-acre parcel now shows an optional land use designation of either a 40-unit PUD or a 66,000 square-foot health care facility.

The Skyline LUP will be adopted as an area plan and will comprise an element of the General Plan. As a General Plan element, the LUP will be used in determining zoning or subdivision consistency when considering individual development proposals. The land use plan will enforce land use designations, general development criteria, and policies set forth by the Skyline Land Use Plan to regulate development in the Coastal Zone.

The implementation of the LUP will require a number of actions. The City of Monterey will amend the 1977 Scenic Drive Annexation General Development Plan to reflect the optional designation of either a 40-unit PUD or a 66,000 square-foot health care facility on the 18-acre parcel behind Community Hospital, and will amend the Zoning Ordinance for this area, reflecting zoning districts and development standards set forth by the LUP to ensure that the policies of this document are implemented. Section 4.0 provides a summary of possible implementation actions to be undertaken in the next phase of the LCP.

#### E. LOCAL PLANNING GOALS

This Land Use Plan is presented in three sections. The first section, Section 2.0, presents policies to protect natural coastal resources. The second section, Section 3.0, presents policies to provide for public and coastal-related use and access that are consistent with the natural coastal resource policies in the first chapter. The third section, Section 4.0, sets land use and development policies presented in the first two chapters. Figure 1b illustrates the Coastal Zone area which this land use plan addresses.

The early stages of the LCP program prepared by the County of Monterey established a set of objectives which have served to set a direction for the LUP elements subsequently presented in this document. These general objectives, which provide direction beyond the state-wide coastal policies and the 1977 Skyline General Development Plan goals, are, as follows:

- 1) To maximize to the extent feasible, public access to the coastal vistas, views, and view corridors in the Scenic Drive area, while recognizing the rights of private property owners and the demands for visitor-serving facilities.
- 2) To preserve the knoll in the Presidio portion of the planning area as a passive open space area.
- 3) To preserve the unique, sweeping views of the Monterey Peninsula that exist from the knoll of the Presidio planning area.
- 4) To allow each property owner an economic return on land owned.
- 5) To allow land uses which respond to the institutional and natural constraints of the land and which minimize disturbance of the surrounding land area.
- 6) To preserve and enhance the natural forested backdrop of Monterey.
- 7) To designate the two-mile stretch of Holman Highway 68, between Highway One and Presidio Boulevard in Pacific Grove, as a State Scenic Highway, with adjacent areas preserved in passive open space for this scenic corridor.
- 8) To encourage the development of an additional thoroughfare and gate to serve residents. (As part of the County's Del Monte Forest LCP, a new intersection connection of Haul Road to Holman Highway 68 is proposed. Intended to relieve unnecessary congestion from the Carmel Hill Gate, which is heavily used by coastal visitors, this road connection will require the development of specific engineering designs, subject to approval by the County and appropriate state authorities.)

## 2.0 NATURAL COASTAL RESOURCES

In considering the following resource sections, it is important to consider resource issues both individually and collectively as they relate to one another. For example, disruption of vegetation at one site could increase site-specific runoff, which, in turn, could increase area-wide erosion and affect riparian habitats and visual quality. Please review the application and inform me of any changes that you would like to make to the addition.

### 2.1 NATURAL HABITAT AREA

The content of this section focuses on preservation and enhancement issues. Public access and use are addressed in Section 3.0.

#### 2.1.1 Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the preservation and enhancement of natural habitat areas:

- 30240(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.
- 30240(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

#### 2.1.2 Existing-Conditions

Predominantly, the most important environmental element of the Skyline planning area is the forest itself. The forest supports significant wildlife populations. Existing habitat areas in the Coastal Zone planning area are shown in Figure 3 and are described below.

Soils in the Skyline planning area support healthy stands of Monterey pine. Within the Presidio area, where steeper slopes occur, tree density and tree size increase, forming a heavily forested knoll on the upper Presidio. A few Bishop pines are found along the southern boundary of the Presidio property, intermixed with Monterey pines. Figure 4 identifies this portion of the Presidio property as an environmentally sensitive habitat due to the presence of the stand of healthy Monterey pines intermixed with Bishop pines. This community is endemic to the forest and is part of the Huckleberry Hill natural habitat found throughout the upper reaches of the nearby Del Monte Forest. This habitat is environmentally sensitive because it shelters unique plant associations and endemic species. In addition, the mixed Bishop pine/Monterey pine habitat found on the Presidio knoll is environmentally sensitive because it is the largest contiguous block of undeveloped native forest land on the Monterey Peninsula. It offers the only substantial opportunity for this endemic forest's natural plant/animal associations to survive under relatively undisturbed conditions.

Figure 3

Monterey pines comprise the major tree cover in the Monterey/Carmel area. Some of the most significant stands of Monterey pines exist in the Skyline planning area. Besides the Monterey area, there are only two stands of this species on other portions of the California coast (Griffen and Critchfield, 1972).

Adjacent to the mix of Monterey and Bishop pines on the Presidio property exist the remains of an oak/grassland habitat (see Figure 3). The recent completion of a major student housing project on this portion of the Presidio has greatly diminished the size of the habitat. Although graded for polo fields in the early 1900s, this oak/grassland habitat has been considered unique to the Skyline planning area because it is a grassland "island" within the dominant Monterey pine forest. Known as "potreros" in Spanish days, this grassland habitat represents a habitat type that has disappeared on the rest of the Monterey Peninsula proper.

The forest environment in the Skyline planning area supports a broad range of birds and mammals. The importance of this forest environment is exemplified by the black-tailed deer, the largest mammal found on the Peninsula, which utilize the brush understory of the forest for cover and, in some cases, for food.

The open mature pine forests provide a year-round home for the gray squirrel, the Stellar's jay, pygmy nuthatch, and chestnut-backed chickadee, as well as for a variety of other resident and seasonal (summer or winter) resident species. In the denser forest in a small area around the Presidio, where oak understory blends with shrubs and pine overstory, the composition of bird species changes to include the scrub jay, acorn woodpecker, and other bird species more commonly found in oak woodlands.

The oak/grassland habitat found on the Presidio property provides feeding areas for deer and bird species, although the grassy-covered fairways of the golf courses in the Del Monte Forest provide greater feeding areas, particularly in winter and spring. Thus, the Skyline planning area is not considered a prime or endangered feeding area.

While no resident rare or endangered animal species have been observed within the Skyline planning area, transient species which might be expected to visit the area include the Southern bald eagle and American Peregrin falcon. Besides the disjunct Bishop pine mentioned earlier, other sensitive plant species which potentially could be found in a detailed site analysis include:

- Beargrass (*Xerophyllum tenax*) -- disjunct
- Monterey ceonothus (*Ceanothus rigidus*) -- rare
- Shaggy-barked manzanita (*Aretostaphylos tomentosa* var. *habeclada*) -- endemic
- Hutchinson's larkspur (*Delphinium hutchinsoniae*) -- may be extirpated
- Coast rhododendron (*Rhododendron californicum*) -- probably extirpated

### 2.1.3 LCP Policies

Possible threats to environmentally sensitive habitats vary in type and degree of severity. Alterations to the surface hydrology and removal of natural vegetation are the two most serious threats to the continued viability of forest habitats. The following policies are to assure that future development within or near sensitive forest habitats is carefully sited and designed so as to mitigate potential adverse impacts.

Figure 4

1. The continuity of the wooded Skyline area shall remain intact. Development, including removal of major vegetation, excavation, grading, filling, and the construction of roads and structures shall be subject to Monterey's coastal permit requirements, except where life, property, or existing road access is threatened, or where a tree is determined by a qualified professional forester to be diseased or damaged to such a degree that it becomes a hazard to life, property, road access, or the rest of the forest, as determined by the City. If a coastal permit is needed, tree removal would be subject to the following Specific Forest Management Criteria:

#### SPECIFIC FOREST MANAGEMENT CRITERIA

In reviewing requests for tree removal, land clearing, and other development, environmental considerations shall include presence of environmentally sensitive native plant habitat, susceptibility of soils to erosion, possible downslope runoff and sedimentation impacts, preservation of regional scenic resources, use of tree(s) by transient raptors or cavity-dwelling wildlife, wildfire fuel hazards, and the overall health of the forest stand.

In addition to these environmental considerations and the general policies contained throughout this chapter of the Land Use Plan and in the City's Tree Removal Ordinance, the following forest management criteria shall apply to all parcels in the planning area:

#### A. Tree Removal

1. Monterey Pine -- Removal of any significant Monterey pine (living tree more than 12" in diameter/38" in circumference) shall be in accordance with the forest management plan for that site. If no such plan has yet been approved for the site, such plan will be prepared prior to any non-emergency tree removal. As a minimum standard of review, the content of the existing forest management plan for Shepherd's Knoll shall be adhered to wherever applicable.
2. Bishop Pine -- Retain all trees, with exceptions as noted in Policy 2.1.3.1.
3. Coast Live Oak -- Same criteria as for Monterey Pine.

#### B. Protection of Retained Trees

Retained trees which are located close to construction sites shall be protected from inadvertent damage by construction equipment through appropriate measures, as determined by the City of Monterey Public Works Director and Building Official.

#### C. Replacement Trees

Native trees which are removed shall be replaced on the site at the rate of at least one tree of the same variety or indigenous species for each tree removed, except where it is demonstrated that this would result in an overcrowded, unhealthy forest environment. Replacement trees shall be maintained in good condition. Trimming,

where not injurious to the health of the tree(s) may be performed wherever necessary in the judgement of the owner, particularly to reduce personal safety and fire hazards.

2. Holman Highway 68 shall be designated as a State Scenic Highway, with a scenic corridor at least 100 feet wide from the ultimate planned right-of-way throughout the length of the highway as it passes through the planning area from Highway One to Presidio Boulevard, with the exception of existing facilities at Community Hospital.

The existing open space greenbelt along 17-Mile Scenic Drive, dedicated to the Del Monte Forest Foundation, shall be maintained in its present state as a dedicated greenbelt. As development has occurred in the planning area, perpetuation of this greenbelt has been achieved throughout the length of 17-Mile Scenic Drive, and shall be encouraged in the site design on the two remaining undeveloped parcels fronting this drive (i.e., the 18-acre and six-acre parcel behind Community Hospital). Along Holman Highway 68, land use controls consistent with the proposed Land Use Plan set forth by this document should be in effect over the entire length of the 2½-mile stretch of highway, preserving adjacent areas as a forested corridor not less than 100 feet in width from the ultimate planned right-of-way of the highway.

3. Improvements to facilitate recreational or visitor uses, including vegetation removal, excavation, grading, or filling in designated environmentally sensitive habitat areas, shall be avoided. The development of a pedestrian trail behind Community Hospital and a second vehicle turnout on 17-Mile Scenic Drive shall be encouraged, as these improvements would not result in any significant disruption of habitat values.
4. As required by the Urban Design Element of the City of Monterey General Plan, the use of appropriate native species shall be required in landscape materials used in projects, especially in developments adjoining environmentally sensitive habitat areas.
5. It is the City's policy to avoid any significant disruption of any environmentally sensitive habitat area in the Skyline planning area. Prior to approval of development on existing legal lots of record in areas of sensitive plant habitat (i.e., mix of Bishop and Monterey pines on the Presidio property, and other portions of the Huckleberry Hill wildlife habitat area), the City will make every reasonable effort, where feasible, to secure complete preservation of such parcels. If all efforts for complete preservation prove unsuccessful within a reasonable period of time, then the protection of the sensitive natural resource areas shall be ensured by the following means prior to approval of new development on vacant lots of record within environmentally sensitive habitats:
  - a) A site survey shall be conducted by a qualified botanist for the purpose of determining the presence of sensitive plants and animal habitats, particularly as identified in Section 2.1.2 of this plan and for developing appropriate mitigations. This survey should be conducted in April or May -- the time of maximum seasonal bloom.
  - b) The site survey shall recommend performance standards covering building locations, lot setbacks, driveway widths, grading and landscaping, as needed, to minimize building site impacts in identified locations of sensitive plant habitat. Such performance standards shall be subject to approval of the appropriate decision making body.

- c) Scenic or conservation easements covering the undeveloped portions of any private parcels developed under this section shall be dedicated, where feasible and within legal limits, in favor of the City or other appropriate public agency or nonprofit foundation prior to transmittal of coastal permit. Such easements shall be subject to approval by the City as to form and content; and shall provide for enforcement by the City or other appropriate agency.
6. Within environmentally sensitive habitat areas, new land uses shall be limited to those that are dependent on the resources therein. Land uses immediately adjacent to environmentally sensitive habitat areas shall be compatible with long-term maintenance of their resources.
7. New subdivision which creates commitment to development immediately adjacent to environmentally sensitive habitat areas shall be allowed only at densities compatible with protection and maintenance of these resources. New subdivision shall be approved only where potential impact to adjacent environmentally sensitive habitat can be mitigated.
8. Near environmentally sensitive habitat areas, the removal of indigenous vegetation and land disturbance (grading, excavation, paving, etc.) shall be restricted to the minimum amount necessary to accommodate development, preserving sensitive habitat areas in their natural state. Even where no coastal permit is required for maintenance work within the right-of-way, the California Department of Transportation (Caltrans) will be encouraged to observe this policy along Holman Highway 68. Caltrans should not grant additional private driveway encroachments within the Huckleberry Hill habitat area.
9. Wildlife management considerations shall be included in the evaluation of development proposals, particularly larger land division proposals. Where feasible, contiguous areas or corridors of native vegetation shall be retained within development in order to meet the needs of wildlife and to provide a means of access to adjoining or nearby areas of undisturbed open space habitat.
10. Where LUP objectives conflict, preference should be given to long-term protection of the forest resource.

#### 2.1.4 Proposed LCP Implementation Actions

The following actions outline the implementation of the above LCP policies:

1. Designate the two-mile stretch of Holman Highway 68, from Highway One to Presidio Boulevard, a State Scenic Highway.
2. Develop site survey procedures and building standards for areas of rare, endangered, and sensitive plants.
3. Designate land within 100 feet of Holman Highway 68 and within 40 feet of Scenic Drive as open space, with the exception of the existing facilities at Community Hospital.

4. Revise the City's Tree Removal Ordinance to apply to all parcels within the Skyline planning area, and to incorporate or provide reference to the Specific Forest Management Criteria and LUP environmental considerations.

## 2.2 COASTAL VISUAL RESOURCES

The forested canopy found along the Skyline ridgeline provides scenic resources for the entire Monterey Peninsula. The ridgeline vistas, tree-lined corridors, and unique forest habitat found throughout the planning area are all appreciated by both local residents and the region's many visitors.

### 2.2.1 Coastal Act Provisions

The California Coastal Act of 1976 established at the state level the need to protect the aesthetic and visual resources of the coast through the following policies:

- 30251 The scenic and visual qualities of coastal areas will be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

### 2.2.2 Existing- Conditions

A key visual feature of the Skyline area is the impression of remoteness one receives while passing along Holman Highway 68, which passes through the Skyline planning area. This remoteness can be attributed to the vastness of the Del Monte Forest, the absence of crossroads, and the setbacks and screening of houses from the road by pine trees. Inherent within this LUP, Holman Highway 68 is a proposed State Scenic Highway (see Section 3.0).

Along Holman Highway 68, there are two areas which provide scenic views of the Monterey Bay, as shown in Figures 5a and 5b. Motorists can see the entire bay from the highway at a point just north of Community Hospital. However, there is no vehicle pull-off or turnout area. A fully improved scenic turnout for the same bay view is provided on the 17-Mile Scenic Drive with a paved parking area and railing. Public access to this turnout/scenic vista point is achieved through the Del Monte Forest gates, where a fee is required for nonresidents.

The second view point afforded along Holman Highway 68 offers sweeping views of Del Monte Forest and the Pacific Ocean. This view point is located at the top of the downhill "S" curve. As shown in Figure 5b, the vehicle turnout/view point area is for southbound traffic only. Left-hand turns are prohibited by signing, due to limited visibility of oncoming traffic. This same view can be seen from Scenic Drive as it passes over a bridge on Holman Highway and leads down into the Del Monte Forest. This scenic vista has no improved vehicle turnout area on 17-Mile Scenic Drive.

Figure 5a

Healthy clusters of mature pines are visible along the ridgetop, particularly in the higher portions of the Presidio and Shepherd's Knoll. Stands of mature pines tend to be thinner along the ridge between these two knolls.

### 2.2.3 LCP Policies

The following policies address the protection of the Skyline area as a visual resource, as well as addressing the protection and enhancement of views from the Skyline area:

1. As part of the development review process, the regional significance of the forest resources in the Skyline planning area shall be protected. Special consideration shall be given to the preservation of the existing wooded and undeveloped ridgeline silhouette, the corridors along Highway 68, Scenic Drive, and Highway One adjacent to the segment, and the view from distant publicly accessible shoreline areas around the Peninsula, including State Highway One.

Figure 5b

2. Careful consideration shall be given to the height of trees, buildings, and other objects so that vistas and other scenic qualities described in the LUP will not be obscured by new development. Building heights shall not exceed 35 feet. New development shall be designed to be in scale with the character of the setting, subordinate to the scenic qualities of the area, and require minimal alterations to the landform or forest cover.
3. The continuity of Monterey's forested backdrop shall be kept intact. Development in the forested areas around the Presidio and Shepherd's Knoll shall not create obvious holes in the forest fabric, shall not be located on highly visible ridge areas, shall be designated and sited to minimize tree removal, and shall provide for replacement of any trees removed because of development. New land divisions, whose only building site(s) would be located on prominent ridgelines, shall be prohibited.
4. The forested corridors along Holman Highway 68 and Scenic Drive, as identified in the LUP, shall be preserved and designated as open space.
  - a) The existing open space greenbelt along the Scenic Drive shall be maintained in its present state as a dedicated greenbelt. As development has occurred in the planning area, perpetuation of this greenbelt has been achieved throughout the length of the drive, and shall be required in the site design on the two remaining undeveloped parcels fronting this drive (i.e., the 18-acre and six-acre parcels).
  - b) Along Holman Highway 68, land use controls consistent with the proposed Land Use Plan set forth by this document shall be in effect over the entire length of the 2½ mile stretch of the highway, preserving areas as an undeveloped forested corridor, not less than 100 feet in width from the highway right-of-way, consistent with the Scenic Highway policies in the City's General Plan.
5. Maximize visual resources through an improved scenic vehicular turnout at the location shown in Figure 5b.
6. Existing visual access from 17-Mile Scenic Drive and from the existing public viewpoint shall be permanently protected as an important component of shoreline access and public recreational use.
7. Future development shall be compatible with the goal of retaining visual access. Development within the public viewsheds shall be located and designed to be compatible with the existing scenic character of the area.
8. Develop the remaining land use as per the City's Urban Design Element.

#### 2.2.4 Proposed LCP Implementation Actions

1. Designate Holman Highway 68 as a State Scenic Highway in both the County and City of Monterey (see previous action, Section 2.1.3, Policy 2).
2. Revise the City's Tree Removal Ordinance to apply to all parcels within the Skyline Planning area, and to incorporate or provide reference to the Specific Forest Management Criteria and LUP environmental considerations.

## 2.3 WATER SUPPLY

This section addresses the management of available water supplies to the area.

### 2.3.1 Coastal Act Provisions

The following section of the California Coastal Act of 1976 pertains to water supply:

30254 New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provision of this division; provided, however, that it is the intent of the Legislature that State Highway Route One in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded, except where assessment for and provision of the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

### 2.3.2 Existing Conditions

#### A. Water Supply

The Skyline LCP area is served by the Monterey Peninsula Water Management District (MPWMD), which is under contract to the California-American Water Company (Cal-Am) to supply water to the City of Monterey. From July 1, 1980, to June 30, 1982, the entire water district used 15,800 acre feet of water, while the maximum amount available is estimated to be 20,000 acre feet per year (AFY). The existing 20,000 acre feet supply available from the Carmel River, the Carmel Valley Aquifer, and the Seaside Aquifer is projected to meet increasing water demands until the year 2000 (Buel, 1982). The MPWMD has recently completed four new wells (March, 1982). The estimates of available water include the supply from these wells. It is possible that the construction of a new dam on the Carmel River could increase the available water supply after the year 2000. Water availability could also be increased by the reclamation of waste-water and runoff, by importation, by conservation, or by other measures.

#### B. Water Demand

The annual evaluation of water allotment compliance for the City of Monterey, conducted by the Monterey Peninsula Water Management District Board in August, 1989, indicated that the City used 4,626.31 acre feet of water during 1988/89, a recent typical water year. This is 75.53% of the City's annual allocation, until the Year 2000, of 6,125.4 acre feet per year to provide for future growth in the City of Monterey.

Existing and future water consumption volumes for the Skyline planning area are shown in Table 1. Current water consumption is approximately 270.29 acre feet per year, 8% of which is supplied by the County of Monterey for the Ocean Pines development (22.61 acre feet). Thus, current City consumption in the Skyline area is approximately 247.68

acre feet per year (AFY), comprising 5.3% of the City's total water consumption for the 1988/89 year.

Ultimate buildout within the planning area involves a mental health facility and alcohol rehabilitation center (expansion of the hospital), and a possible 40-unit condominium development, as shown in Table 1. Applying the water use factors shown to these projected land uses, an additional 76.62 AFY of water will be required to serve this new development at full buildout. The projected increase in water consumption will be provided for by the City's annual allocation.

It should be noted that the recently completed Presidio housing development has fulfilled the anticipated 145.62 AFY water demand originally projected in this LUP.

TABLE 1  
ESTIMATED EXISTING AND FUTURE WATER CONSUMPTION  
 SKYLINE COASTAL ZONE

CONSUMPTION FACTORS	Professional Offices	Community Hospital	Beverly Manor Convalescent Hospital	Civilian Residential Units	Military Residential Units	TOTAL CONSUMPTION	
	20 gpd/empl or <b>a)</b> 80 gpd/1000 SF	80 gpd/empl	80 gpd/empl	230 gpd/unit	230 gpd/unit	GPD (Gallons/Day)	AFY (Acre Feet/Yr)
<u>EXISTING USES</u>							
Intensity of Use Water Consumption	33,000 SF	<b>b)</b> 860 empl.	90 empl.	143 units	<b>c)</b> 1,000 units	-----	-----
No Conservation Water Consumption	2,640 gpd	68,880 gpd	7,200 gpd	32,890 gpd	130,000 gpd	241,610 gpd	270.64
<b>d)</b> 25% Conservation	1,980 gpd	51,600 gpd	5,400 gpd	24,668 gpd	97,500 gpd	181,148 gpd	202.91
<u>FUTURE USES</u>							
Intensity of Use Water Consumption,	-----	<b>e)</b> 740 empl.	-----	40 units	-----	-----	-----
No Conservation Water Consumption,	-----	59,200 gpd	-----	9,200 gpd	-----	168,400 gpd	188.63
<b>d)</b> 25% Conservation	-----	44,400 gpd	-----	6,900 gpd	-----	51,300 gpd	57.46

- a) Assumes 250 square feet per employee.
- b) Based on 5 employees per bed (Monterey's Growth & Its Water, Recht Hausrath and Associates, September 1982, Table 7a).
- c) Estimated due to the existing 704 student population housed in the recently completed housing complex at the Presidio.
- d) Assumed, resulting from water conservation policies.
- e) Assumed addition to Community Hospital and development of a Community Mental Health Facility and Alcohol Recovery Center.

### C. Water Allocation Proceedings

The Monterey Peninsula Water Management District (MPWMD) has adopted a water allocation system for its service area, including the City of Monterey. This system provides for City water supply allocations on an annual basis and the projection of such allocations from existing supplies until the year 2000 (Ordinance No. 1, January 14, 1980). This ordinance also defines the process by which new water connections are approved or denied; no new connections are allowed in a municipal unit which has exceeded its water use allotment. Annual resolutions by the District confirm allotments for each water year.

As this document is being written, the MPWMD is considering the adoption of a revised water allocation system which will eliminate the unallocated component of the current allocation system, but will, according to MPWMD officials, leave unchanged the total growth potential bases on water supply constraints.

The City of Monterey has prepared a monitoring system for water consumption which is utilized as a basis for planning purposes and building permit issuance. The monitoring system projects water consumption volumes for the various types of land uses applied for at the time of application for a building permit. The projected water consumption is then compared to the actual consumption provided by the Water Management District every six months. Adjustments are made to consumption factors, if the projected consumption volume differs from the District's report every six months. To date, the City has been accurate with water consumption projections for land uses.

### D. Water Conservation Measures

A Monterey Peninsula Water Management District report to the Coastal Commission also incorporates a Water Conservation Ordinance. This Conservation Ordinance includes many of the features already adopted by each jurisdiction in 1976 as a result of the water supply problems experienced at that time.

The City requires conformance with the following water conservation measures contained in Section 9-5.1 of the Monterey City Building Code before building permits will be issued:

1. In all newly constructed or substantially reconstructed residential, commercial, industrial, or public buildings, all toilets must use 3½ gallons of water per flush or less. All shower heads installed in such buildings must limit flow of water the three gallons or less per minute at a pressure of 40 pounds or less per square inch.
2. In all newly constructed or substantially reconstructed commercial, industrial, or public buildings, all faucets must be of the metering type, as that term is commonly used in the industry.
3. All newly constructed ornamental fountains, permanent swimming or wading pools, or other structures of similar purpose and making similar use of water, shall employ recirculating systems.
4. All newly installed water-cooled air conditioning equipment shall be equipped with water conserving systems.

5. In all newly constructed or substantially reconstructed residential, commercial, industrial, or public buildings, all water pipes shall have valves which reduce the water pressure to 50 pounds of pressure per square inch or less.
6. In all newly constructed or substantially reconstructed residential, commercial, industrial, or public buildings, all hot water pipes shall be insulated.

If the City's goal of 25% conservation from existing water consumption is realized for new developments, the projected 76.62 acre feet annual increase from full development of the Skyline LCP area would be reduced to 57.46 acre feet.

### 2.3.3. LCP Policies

As water supplies on the Monterey Peninsula are limited, policies are needed to ensure that the water demands of development within the Coastal Zone remain within the available water supply constraints. The following policies are to manage water supplies serving the Coastal Zone planning area:

1. Support the allocation procedures of the Monterey Peninsula Water Management District and enforce these procedures in the City of Monterey.
2. Promote water conservation by requiring the installation of water saving devices (e.g., flow restrictors, low-flush toilet tanks, low-water-use dishwashers, etc.) in all new development.
3. Promote water conservation by requiring non-vegetative or native plant landscaping in all new development, so as to minimize water usage.

### 2.3.4 Proposed LCP Implementation Actions

Prepare coastal permit requirements to assure compliance with the City's water conservation ordinances.

## 2.4 WATER QUALITY

This section addresses the issue of water quality in the Skyline planning area.

### 2.4.1 Coastal Act Provisions

The following section of the California Coastal Act of 1976 pertains to water quality:

- 30231 The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste-water discharges and engrainment, controlling runoff, preventing depletion of ground water supplies, and substantial interference with surface waterflow, encouraging waste-water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

### 2.4.2 Existing Conditions

Non-point sources of pollutants to the Carmel Bay, considered an "Area of Special Biological Significance" (ASBS), are primarily silt from eroding surfaces and storm water runoff from paved surfaces in areas throughout the Del Monte Forest. Pollutants in such runoff include sediment, oil, heavy metals, animal wastes, fertilizers, and insecticides.

Within the Skyline planning area, all asphalt parking lot and roadway surfaces constitute areas of potential non-point pollution sources for the Carmel Bay ASBS, with Holman Highway 68 and Scenic Drive as the major roadway sources. Parking lots within the Community and Beverly Manor Convalescent Hospitals, and the Carmel Hill Professional Center are significant non-point pollution sources, as well. These paved areas provide a source of sediment, oil, and heavy metal pollutants to the Sawmill Gulch and Pescadero Canyon watersheds, which ultimately flow to the bay, as shown in Figure 6.

Existing water quality in the bay is improving. Although there are no monitoring results upon which to base a quantitative statement, non-point runoff from paved areas within the Skyline planning area, from which storm water flows to the adjacent watersheds, is not expected to be a significant source of pollutants to the bay (Monterey County Del Monte Forest LUP, September 24, 1984, page 12). Cumulatively, storm water runoff in the planning area contributes as a small, unquantifiable source of pollutants to both the Carmel ASBS and Monterey Bay waters.

### 2.4.3 LCP Policies

As addressed within the County's LUP for the Del Monte Forest area, the water quality of adjacent watersheds is to be protected and maintained. Such protection requires adherence to comprehensive management practices, including appropriate combinations of riparian vegetation protection and careful control of grading to minimize erosion and sedimentation. The following policies set forth such protection:

1. New development shall be sited and designed to minimize runoff, erosion, and sedimentation (see Policies 3, 7, and 8 of the City's General Environmental Resources Management Element).
2. Non-point sources of pollution shall be minimized through careful attention to drainage and runoff control systems. The criteria of the AMBAG 208 Water Quality Management Plan shall apply in watersheds affecting these resources.

### 2.4.4 Proposed LCP Implementation Actions

1. Develop coastal permit requirements for runoff control measures, such as the installation of sediment basins, filters, and sand and grease traps.
2. Develop an erosion control ordinance.

## 2.5 NATURAL HAZARDS

This section addresses the issues of minimizing the risks to life and property and assuring stability and structural integrity.

Figure 6

### 2.5.1 Coastal Act Provisions

The following section of the California Coastal Act of 1976 pertains to the protection of life and property:

30253 New development shall:

- 1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- 2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

### 2.5.2 Existing Conditions

Steep slopes and slope instability are the most noted natural hazards in the Skyline planning area. As shown in Figure 7, Shepherd's Knoll is an area of potential instability. The geologic formation is such that bedding planes down in the Monterey formation dip steeply and create an unstable geologic foundation. The most likely effects of seismic activity that would occur locally are ground shaking, ground failure, and hillside erosion. Areas with slopes over 30%, in combination with unstable bedrock or soils could become hazardous during seismic activity.

Potential damage due to flooding in the area is minimal due to the lack of active water courses. Major hillside development within the watersheds, however, may require safeguards to preclude flood or erosion control in lower land areas of Monterey and the Del Monte Forest.

During the dry season, the forested areas of Skyline are considered a High Fire Hazard area. Fire protection services are provided for by the City. Response time is adequate.

### 2.5.3 LCP Policies

Although it is not possible to eliminate all dangers due to natural hazards, the following LCP policies attempt to reduce these hazards:

1. For those portions of the Skyline planning area within the sensitive watersheds of Pescadero Canyon and Sawmill Gulch, the following additional development standards shall apply:
  - a) New development shall be sited and designed to minimize runoff, prevent erosion, and avoid sedimentation and pollution in downslope areas. Each development application shall include a drainage and erosion control plan; appropriate features to be incorporated in such plans, as applicable, include installation of jute netting on exposed slopes, construction of sediment catch basins, on-site infiltration of runoff from new impervious surfaces, and cessation of operations when soils are saturated.
  - b) Land clearing and grading operations on undeveloped parcels will be limited to the dry season (April 15 to October 15).

Figure 7

- c) New residential driveways and other road surfaces shall be kept to the minimum length and width to provide simple, direct access. Other paved areas shall be limited to the minimum required to meet daily (not occasional) parking needs. This policy shall not be read to preclude safe bicycle lanes nor adequate parking for commercial visitor-serving development and access points.
2. Applications for subdivision, grading, and building permits shall be reviewed for potential on-site and off-site impacts arising from grading, as well as related geologic and seismic hazards and appropriate mitigation measures required. When the permit application involves discretionary action, this review shall be accomplished as part of the environmental review (CEQA) process.
  3. All areas disturbed by grading shall be revegetated with indigenous flora to recreate, as much as possible, the native plant and animal habitat.
  4. All development shall comply with City Environmental Resources Policies and Standards related to fire breaks, fire retardant materials, brush clearance, fire hydrants, and other fire prevention and suppression issues. Proposed development shall be coordinated with the City Fire Department to provide emergency access, particularly on the Presidio property, which is in a High Fire Hazard area (Policy 9, City Fire Hazard Element).

2.5.4 Proposed LCP Implementation Actions

1. Develop guidelines for required geotechnical studies for future development in the Presidio and Shepherd's Knoll area.

3.0 PUBLIC AND COASTAL-RELATED USE AND ACCESS

3.1 PUBLIC ACCESS

Skyline is the first major ridgeline paralleling the sea, with its western side sloping down to the sea through the Del Monte Forest. It is included within the Coastal Zone for its scenic beauty as viewed from the surrounding coastal areas, as well as the coastal access Highway 68 and 17-Mile Drive provide. This section addresses opportunities to preserve, provide, and enhance public access to and along the Skyline ridge.

3.1.1 Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the preservation, provision, and enhancement of public access within the Coastal Zone.

30210 In carrying out the requirement of Section 2 of Article XV of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30224 Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

### 3.1.2 Existing Conditions

The primary access function of the Skyline planning area is vehicular access for visitors traveling to the coastal areas of the Del Monte Forest and Monterey Bay. There are two coastal access routes for visitors passing through the Skyline planning area: Holman Highway 68 and 17-Mile Scenic Drive. The secondary access function pertains to the visual access of the surrounding coastal areas as one travel these routes. Field observation reveals several areas of existing and potential access points which provide unique access opportunities for both local residents and visitors. A third access function is pedestrian, particularly through the extensive foot trail system which exists on the Presidio Knoll Nature Preserve.

- A. Holman Highway 68 is a state highway connecting the Carmel Hill interchange of Highway One with the beaches of Pacific Grove and Asilomar. Visual access to coastal views are afforded as one drives along the highway. There are no improved scenic vista turnouts along this route.
- B. 17-Mile Scenic Drive is a privately-owned road which provides direct shoreline access along about half of the shoreline of the Del Monte Forest area. That portion of the Drive passing through the Skyline planning area has been granted a scenic easement by the Del Monte Forest Association. Visual access to coastal views are afforded as one drives along this easement. There is one improved vehicular turnout area for visitors who wish to stop and view Monterey Bay (refer to Figure 5b).
- C. Due to terrain and topography constraints, pedestrian access primarily serves only local residents of the area.
- D. The Carmel Hill Highway One gate to the Del Monte Forest is the main access point for visitors and resident traffic travel to and from the Del Monte Forest area.
- E. Public parking and signing facilities are limited to the existing scenic turnout on 17-Mile Scenic Drive.

### 3.1.3 LCP Policies

- 1. Existing visual access from 17-Mile Scenic Drive and from the public viewpoint turnout on the Drive shall be permanently protected as an important component of shoreline access and public recreational use.
- 2. Holman Highway 68 and 17-Mile Scenic Drive shall be retained for long-term public access. Pedestrian and bicycle access shall be encouraged through improvement to existing trails in the planning area. Bicycle access through the Del Monte Forest shall continue without fees, but may be regulated on weekends in the same manner approved for motor vehicles on 17-Mile Scenic Drive, as long as a separate coastal bike route is not available. As shown in Figure 8, an existing paved pedestrian trail behind Community Hospital, extended to traverse along the Scenic Drive around to thee Ocean Pines

Condominium development, would connect with the proposed greenbelt trail system in the Del Monte Forest Land Use Plan.

3. The 17-Mile Scenic Drive shall continue to function as a special scenic route providing visitor access to the shoreline.
4. Where environmentally sensitive plant or wildlife habitat is present, access may be inappropriate. Where inappropriate, access shall not be permitted.
5. Plans to improve existing trails or create new trails shall ensure as a condition of approval that environmentally sensitive habitats are protected from overuse, consistent with the foregoing policy.

#### 3.1.4 Proposed LCP Implementation Actions

1. Develop a program for financing the extension of the existing pedestrian trail behind Community Hospital to extend along 17-Mile Scenic Drive through the Skyline planning area (possible means of financing are to include the Coastal Conservancy's acquisition, development, and improvement grants for public accessways).
2. Develop a program for financing a second scenic turnout area on 17-Mile Scenic Drive, located near the Ocean Pines Condominium development (see Figure 5b). (Possible means of financing are discussed in No. 1, above.)

### 3.2 PUBLIC RECREATION

This section focuses on recreational opportunities in this Coastal Zone planning area.

#### 3.2.1 Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the protection, enhancement, and provision of recreational opportunities:

- 30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
- 30213 Lower-cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

#### 3.2.2 Existing Conditions

The City of Monterey encourages and supports public access to the coast and the enjoyment of its recreational values consistent with the basic purpose of the California Coastal Act.

The primary recreational activity in the planning area is sightseeing. As one drives along 17-Mile Scenic Drive, an improved vehicle turnout area provides recreational sightseeing of the City of Monterey and the Bay. Continuing around the Drive, one can see an expansive view of the Del Monte Forest, Point Pinos, and the Ocean Pines Condominium development. There is no improved vehicular turnout or vista point there.

Figure 8

While Holman Highway 68 provides these same scenic views of the coast as it parallels 17-Mile Scenic Drive, higher traffic speeds and road curves and widths prohibit the development of recreational vista points along this route.

There is an extensive system of equestrian and pedestrian trails found in the Del Monte Forest, which provide thorough access to and through the undeveloped forested areas down to the shoreline. It is the Forest's policy that public access to this trail system continue to be available, as it is one of the area's best recreational opportunities (Del Monte Forest Area LUP, page 89). Within the Skyline planning area, there is an extensive trail system on the Presidio Knoll, which has been acquired as a nature preserve by the City of Monterey through a long-term lease with the U.S. Army. There is also an improved trail behind Community Hospital, which provides pedestrian access to the adjoining professional medical center.

While sightseeing is the primary recreation activity in the planning area, the extensive trail system throughout the Presidio provides an excellent public recreation resource. Extension of Veterans' Memorial Park, a 50-acre open space park which lies adjacent to the Presidio Knoll and has overnight camping and picnic facilities, has been encouraged in the current City of Monterey General Plan to incorporate existing open space areas on the upper Presidio. Adjacent to the Skyline planning area, these open space areas perpetuate a continuous open space forest onto the portion of the Presidio property that is within the Skyline planning area, where open space land use designations exist, with open space buffer areas extending around the periphery of the upper Presidio area within the Skyline planning area (see Figure 9, Section 4.1, for illustration).

### 3.2.3 LCP Policies

The LCP policies discussed below represent improvements proposed to enhance recreational opportunities in this Coastal Zone planning area:

1. Pedestrian access to scenic areas along 17-Mile Scenic Drive shall be encouraged through expansion of the existing pedestrian trail system found behind the hospital. Expansion of this trail would provide pedestrian access to and along the Drive and would connect with the proposed greenbelt trail near Haul Road, leading down to the shoreline (see Figure 8).
2. Existing visual access from scenic corridors (e.g., Holman Highway 68 and 17-Mile Scenic Drive) and from major viewpoints shall be permanently protected as an important component of shoreline access and public recreational use.
3. As discussed in Section 2.2 (Visual Access), the development of a vehicular turnout near the Ocean Pines Condominium development shall be encouraged. The improved turnout area would then enhance the scenic views afforded at this point on 17-Mile Scenic Drive.

### 3.2.4 Proposed LCP Implementation Actions

1. Designate Holman Highway 68 as a State Scenic Highway.

## 4.0 LAND USE AND DEVELOPMENT IN THE COASTAL ZONE

### 4.1 LAND USE

This section focuses on the integration of previous findings and policies, and an analysis of land use constraints and opportunities in this Coastal Zone planning area.

#### 4.1.1 Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to land use in the Coastal Zone:

- 30222 The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.
- 30223 Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

#### 4.1.2 Existing Conditions

Land within the Skyline planning areas includes property and facilities owned by Community Hospital of the Monterey Peninsula, the Beverly Manor Convalescent Hospital, Kaiser-Aetna's Carmel Hill Professional Center, PG&E Company's Viejo Substation, the U.S. Army Presidio, land owned by the Pebble Beach Company, two acres leased from Community Hospital by the Forestry Fire Station, and four privately-owned residential homes adjacent to the southern Presidio boundary. The vacant and undeveloped property within the planning area is owned by the Del Monte Properties Company . Table 2 lists land uses for all acreage within the planning area.

Figure 9 illustrates existing and proposed development within the Skyline planning area. As shown, future development includes an optional land use designation of either a 40-unit condominium cluster or a health care facility on an 18-acre site near Shepherd's Knoll, and an option of either offices or hospital parking on an adjacent six-acre parcel. Existing development includes the recently completed student housing barracks on the Presidio property. It is important to note that federal law excludes the U.S. Army's Presidio of Monterey lands from the California coastal zone. Therefore, as long as such lands remain under exclusive federal jurisdiction, these land use designations represent only the City's recommendations and are not binding on the Army. However, all federal projects must be reviewed for consistency with local coastal planning documents.

The optional land use designation on the 18-acre parcel will require an amendment to the 1977 Scenic Drive Annexation General Development Plan at the time of implementation of the LUP. All other areas in the Skyline planning area are shown to remain undeveloped and preserved in open space. Lands adjacent to Holman Highway 68 are shown to be preserved and designated as a Scenic Highway Corridor.

TABLE 2  
EXISTING ZONING  
WITHIN THE SKYLINE PLANNING AREA

U S E S	ZONE	ACREAGE
Community Hospital of the Monterey Peninsula	P-C	20.268
Carmel Hill Professional Center	C-O	4.859
Beverly Manor Convalescent Hospital	R-1-20	5.142
Shepherd's Knoll Condominiums (55 Units)	P-C	19.669
Ocean Pines Condominiums	ST-10**	10.810
U.S. Department of Forestry	R-1-20	2.042
U.S. Army Monterey Presidio	R-1-20	170.000
P.G & E. Viejo Substation	R-1-20	3.753
Holman Highway "S" Curve & Gully *	T-B-3**	12.000
40-Unit PUD or Health Care Facility Site	P-C	18.000
Office or Hospital Parking Site	P-C	5.925
17-Mile Scenic Drive	O	9.100
Open Space (Del Monte Properties Company)	O	18.806
Four Skyline Residential Units	P-C	2.000
<b>T O T A L   A C R E A G E   :</b>		<b>302.374</b>

\*See Figure 9 for Location.

\*\*County

(NOTE:            County ST MAX. 10/AC = Special Treatment District            )  
(                    County T-B-3                    = Transitional District                    )  
(                    City P-C                                    = Planned Community                    )  
(                    City C-O                                    = Office and Professional                    )  
(                    City R-1-20                                = Single Family Residential, 20-Ac Min. )  
  
(                    City 'O'                                    = Open Land                                    )

## Land Use Designations

As shown in Figure 9, land use designations are indicated by one of four basic designations: open space, public/semi-public, residential, or commercial. The land use designations are discussed in the following paragraphs. The LUP designations indicate general categories of land use. More specific criteria will be provided by the implementing ordinances. It should be noted that the locations of land uses on the U.S. Army Presidio of Monterey should not be interpreted as precise locations. These locations are to serve as general guidelines for the City of Monterey in making recommendations when the City reviews specific master plans and development projects for the Presidio of Monterey.

### A. Open Space

This category is intended to ensure preservation of the existing greenbelts and forest resources on the Skyline ridge, while allowing for some limited use of these properties. Land designated as open space extends the entire length of the Skyline planning area. Existing uses in these open space areas are limited to a dirt roadway leading off of Scenic Drive down to the PG&E station, several dirt roadways and trails around the Presidio Knoll, and the Presidio football field, located in the far northeast corner of the planning area. Virtually all of the open space in the Skyline planning area, as shown in Figure 9, is to remain as passive open space and undeveloped, with only accessory roads, trails, and incidental structures, such as restrooms, sheltered scenic lookouts, and trail signs, permitted. The recently approved water tank on the Presidio Knoll shall be permitted, but further development of water tanks in the area would detract from the scenic beauty of the area and should not be permitted.

### B. Public/Semi-public

This category is applied to a wide variety of existing and proposed uses which are either operated by a public agency or which serve a large segment of the public. Public/semi-public uses which are pertinent to the Skyline planning area include Community Hospital, the California Department of Forestry fire station, the PG&E station, and the military facilities on the lower Presidio Knoll (shown as "Presidio Facilities" in Figure 9). Military facilities include medium-density barracks-type housing, instructional and administration buildings, gymnasium and play fields, and support structures to these uses.

Figure 9

C. Residential

This category applies to areas to be used for the development of housing at various densities. The residential development of densities shown in Figure 9 and listed below are expressed in gross acres and are maximum densities. Maximum densities will be allowed only where there is provision for an adequate level of facilities and services and where all plan policy requirements and criteria can be met.

Low-Density -- Two to eight units/acre  
Medium-Density -- Eight to 30 units/acre

D. Commercial

This category applies to areas in the Skyline planning area which are suitable for the development of "community" commercial uses, such as professional offices and health care facilities, and do not include traditional retail types of commercial operations.

4.1.3 LCP Policies

1. Open space designations in this LUP shall encompass environmentally sensitive habitat areas. Future development shall be consistent with protection of these environmentally sensitive areas in order to preserve and maintain the scenic beauty of the forested habitat.
2. New development shall incorporate mitigation measures to minimize potential adverse environmental impacts, as specified by the California Environmental Quality (CEQA) of 1976.
3. Environmentally sensitive habitat areas shall remain undeveloped, except for parking or similar access improvements recommended in the LUP (i.e., the addition of a scenic turnout on 17-Mile Scenic Drive). Only a minimum level of facilities essential to the support of resource-dependent recreational, educational, or scientific use of these areas shall be permitted.
4. In areas adjacent to environmentally sensitive habitat, clustering of uses shall be encouraged, wherever practical, as a means of preserving forest resources. Development on the upper Presidio property should occur in cluster form around the base of the forested knoll, providing an open space buffer of at least 20 to 100 feet in width adjacent to the residential homes within the City of Pacific Grove. Development of either the 40-unit condominium PUD or the optional health care facility on the 18-acre site behind the hospital shall follow the example of cluster development set forth by the existing 55-unit PUD in the area (Shepherd's Knoll PUD). For both the 18-acre site and the two adjacent parcels facing Highway One (vacant six-acre parcel and PG&E parcel), protection of regional public views will be the critical design consideration. Therefore, on these parcels, new development shall be sited and designed in such a way that the existing impression of unbroken forest, as seen from Fisherman's Wharf, Highway One, and other public viewpoints of regional importance, will be maintained.
5. Because the proposed optional land use designation of either a 40-unit condominium PUD or a 66,000 square-foot health care facility on the 18-acre parcel (behind Community Hospital) differs from the adopted 1977 Scenic Drive Annexation General Development Plan, an amendment to that plan shall be required.

#### 4.1.4 Proposed LCP Implementation Actions

1. Amend the 1977 Scenic Drive Annexation General Development Plan to reflect the optional land use designation of either a 40-unit condominium PUD or a 66,000 square-foot health care facility on the 18-acre parcel behind Community Hospital (adopted 1977 plan shows a 40-unit PUD only for the 18-acre parcel).
2. Request categorical exclusion for the four parcels already developed with single-family homes adjacent to the southern Presidio boundary.

#### 4.2 DEVELOPMENT

This section focuses on the location and intensity of new development that will respect and be coordinated with the natural resources, visual resources, and support systems (i.e., circulation, water, parking, accessways).

##### 4.2.1 Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the location and intensity of new development:

- 30240(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas and shall be compatible with the continuance of such habitat areas.
- 30244 Where development would adversely impact archaeological or paleontological resources, as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.
- 30250(a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels would be no smaller than the average size of surrounding parcels.
- (b) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.
- 30253 New development shall:
- (1) minimize risks to life and property in areas of high geologic, flood, and fire hazard.
  - (2) assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

- (3) where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

#### 4.2.2 Existing Conditions

There presently exist two vacant parcels in the Skyline planning area. Future development of these parcels include optional development of either a 40-unit PUD or a health care facility on the 18-acre parcel, and either offices or a hospital parking area on the six-acre parcel. All remaining land is shown to be preserved in open space. (Figure 9 illustrates existing and proposed land uses.)

Within the planning area, public use is comprised of sightseeing and viewing of coastal areas, primarily from vehicles. Holman Highway 68 functions as a highway connector of visitor traffic to/from surrounding shoreline areas of the Peninsula. This highway is also a connector route for local traffic. The 17-Mile Scenic Drive exists primarily as a scenic drive providing coastal views and overviews. There is limited potential for other public uses, such as coastal recreational or visitor-serving commercial uses, due to the limited remaining traffic capacity of these roads, existing land uses, and projected land uses. One potential increase in public use of land in the planning area, identified in Sections 2.2 and 3.1, would be the development of a pedestrian trail system along 17-Mile Scenic Drive (see Figure 8), and an additional vehicle turnout on the 17-Mile Scenic Drive (see Figure 5b).

City sewer service is provided to all existing and future development in the Skyline planning area. The design capacity of the Monterey Treatment Plant is six million gallons per day (MGD), average dry weather flow. The current demand is approximately 4.8 MGD from Pacific Grove and Monterey. No capacity problems at the treatment plant are anticipated with expected growth in these two cities, now that the regional secondary treatment plant in Marina, which has a design capacity of 29.6 MGD, is complete. Consequently, it is expected that the Monterey Treatment Plant would have sufficient capacity to serve growth in the LCP area until completion of the regional plant.

The entire Skyline planning area is in a low sensitivity zone for prehistoric resources, in which the probability of encountering archaeological and paleontological resources are fairly low (City of Monterey General Plan Technical Study on Prehistoric Resources, May 1977).

#### 4.2.3 LCP Policies

1. To protect the existing tree canopy along the Skyline ridgeline, military development on the Presidio property shall remain clustered around the base of the forested knoll, preserving the knoll in passive open space.
2. Construction of new residential buildings near Holman Highway 68 shall be avoided, so as to preserve the greenbelt along the highway as a scenic corridor (see Section 4.3). A scenic corridor setback of no less than 100 feet in width shall be maintained, as per the City's Scenic Highway Element of the General Plan, with the exception of existing facilities at Community Hospital (see Policy 2.1.3.2).

3. The design of all new development shall be compatible with surrounding development and the scenic qualities of the area, as determined by the City's Architectural Review Committee, consistent with LUP policies.
4. The potential for encouraging archaeological or paleontological resources shall be assessed by the City for development proposals in the LCP area on a case-by-case basis. Based on the low sensitivity of the area for such resources (City of Monterey General Plan Technical Study on Prehistoric Resources; May, 1977), the City shall determine the need for and, where appropriate, require an archaeological reconnaissance during initial environmental review of proposed developments.
5. New development shall be approved only where available supplies of water, wastewater treatment, parking, and circulation capacities are shown to exist (see Policies under Parking and Circulation, Water Supply, and Existing Conditions of Development sections).
6. Each development shall be required to demonstrate compliance with the LUP policies applicable to the particular project under construction.
7. To protect the scenic resources in the Skyline planning area, present City of Monterey Zoning Ordinance standards limiting single-family residential structures to two stories or 25 feet in height, and all other structures to 3½ stories or 35 feet in height, shall be adhered to. In cases where development compatible with this zoning would obstruct or adversely affect the scenic qualities of the area, approved height limits may be lower. Development plans shall clearly indicate all existing trees, demonstrate how all proposed development maximizes tree retention, and include a landscaping plan which provides for the replacement of trees (indigenous species) removed to accommodate construction of the project.

#### 4.3 CIRCULATION

This section focuses on ways to assure adequate parking and circulation capacity to meet average peak demands for visitors to this coastal zone area.

##### 4.3.1 Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the provision of adequate parking and circulation capacity to serve existing and proposed new development:

- 30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social or otherwise, of overcrowding or overuse by the public of any single area.
- 30252 The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high intensity uses, such as high-rise office buildings; and (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount

of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

- 30254 New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the Coastal Zone remain a scenic two-lane road. Special districts shall not be formed or expanded, except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

#### 4.3.2 Existing Conditions

The two principal circulation routes in the Skyline planning area are Holman Highway 68 and 17-Mile Drive. Holman Highway 68 is a state highway connecting the Carmel Hill interchange of Highway One with the beaches of Pacific Grove and Asilomar. The 17-Mile Scenic Drive is a privately owned road which provides direct shoreline access along about half of the shoreline of the Del Monte Forest area, immediately west of the Skyline planning area.

Within the Del Monte Forest, the 17-Mile Scenic Drive is owned and maintained by the Pebble Beach Company. Access to the two-mile stretch of the Drive passing through the Skyline planning area is via the Carmel Hill toll gate. The Drive is a narrow, winding, two-lane roadway which serves both local residents and visitors to the Del Monte Forest. Residents pay a yearly fee for partial upkeep of the road systems, while visitors are charged an entrance fee for vehicular traffic. There is no charge for pedestrians, bicyclists, or equestrians.

Traffic entering the Carmel Hill toll gate is greater in the summer months, due to increased visitor traffic. In August, visitors comprise almost 20% of traffic through the gate, while average visitor traffic over the whole year is less than 10% (Monterey County Del Monte Forest LUP; April, 1982; page 79).

Holman Highway 68 is a two-lane highway which travels the length of the planning area, connecting Pacific Grove with Highway One. It provides access to the Del Monte Forest areas, as well as the coastal areas of the Monterey Peninsula. This highway has been experiencing level of service "E" and "F" during weekday peak hour traffic volume, exceeding service volume by 20% to 25% during these peak use periods. This low level of service is due to the narrow roadway, sharp curves, the gradient, and restricted visibility, which result in reduced speed and capacity.

Holman Highway 68 is the principal link between Pacific Grove and Carmel area destinations. It is also traveled as a route to avoid congestion on the Lighthouse Avenue corridor between Pacific Grove and Monterey, or for northbound Highway One destinations, and is an accessway to Cannery Row. Peak traffic levels occur on weekday commute hours for home to work/school trips of local residents. The highway's additional function of providing access to the coastal resources in the Asilomar/Spanish Bay and Cannery Row areas does not coincide with the weekday peak traffic loads. For coastal recreation and visitor-serving uses, it is the summer and holiday weekends when peak flows occur, with frequent delays and congestion at the intersection of Highways One and 68.

The Presidio Master Plan proposes an exit to Highway 68 to be developed concurrently with the Student Housing project proposed. This exit responds to the City's New Monterey Neighborhood Plan recommendation. It is anticipated that this development will increase weekday traffic flow on Highway 68, aggravating existing congestion during peak weekday commute hours, but will not, however, coincide with the summer and holiday weekend peak visitor traffic flows.

Proposed development of the two undeveloped parcels in the planning area is expected to increase weekday traffic volumes on Holman Highway 68 and 17-Mile Scenic Drive. This increase will not coincide with peak summer and holiday weekend visitor peak traffic flows. All increases in traffic will, however, cause capacity deficiencies with the present road system for both 17-Mile Scenic Drive and Holman Highway 68.

At present, bicycle routes connecting the coastal cities of Pacific Grove and Carmel are limited and subject to safety and terrain problems. The most direct route follows the shoulder of Highways 68 and One. Grades along this route are too steep for the average cyclist and traffic presents safety hazards. Bicyclists are admitted through the Carmel Hill gate to 17-Mile Scenic Drive without entrance fees, except on weekends and holidays, when increased visitor traffic on the Drive presents more serious safety hazards.

Public transit service is provided to Community Hospital by the Monterey-Salinas Transit, Routes 4 and 5. Other routes on the periphery of the planning area provide public transit to the Presidio (Routes 14 and 15), and to the Skyline Forest Drive residential area (Route 3).

Tour buses tour the 17-Mile Scenic Drive regularly. Passengers pay a per-passenger entrance fee. These fees are similar to use fees charged by the State Department of Parks and Recreation for access to some publicly-owned parks. A local example is Point Lobos State Reserve.

#### 4.3.2.1 Circulation Considerations

Preserving the 17-Mile Scenic Drive for visitor access is the basic circulation concept of this LUP, as well as the County's LUP for the Del Monte Forest. The Drive functions as a special scenic route, providing visitors with scenic access to the resources of the area. Its role of distributing traffic within the Del Monte Forest could be lessened through the development of an alternative distribution system for Forest residents, as recommended in the County's LUP for the Del Monte Forest.

The major improvement proposed is a new entrance point to provide access for Forest residents in the center of the Del Monte Forest. This entrance has been provided on Holman Highway 68 across from the Presidio. The capacity of the Carmel Hill gate has not been sufficient. However, with the new entrance gate primarily for residential use, sufficient gate capacity has been achieved.

The purpose of this new entrance gate is to redirect the amount of internal travel which will take place within the Del Monte Forest and to segregate resident and visitor traffic as much as possible. The critical capacity situations are weekday morning and afternoon peaks, when the traffic is primarily residential, and middle of the day on Sundays, when visitors comprise a large proportion of the traffic. Enlarging 17-Mile Scenic Drive near the Carmel Hill gate, plus rebuilding the gate and interchange, is neither feasible nor desirable. The more feasible solution, as outlined in the County's LUP, appears to be an additional entrance gate. On Sundays, diversion of a significant amount of resident traffic to a new gate would assure that

the limited capacity of the Carmel Hill gate is reserved for visitors, a feature which directly conforms with Coastal Act policies. Similarly, most of the capacity of 17-Mile Scenic Drive on Sundays would be available for visitors.

Apart from two key features of the concept of an additional entrance gate (the preservation of the 17-Mile Scenic Drive as primarily a visitor facility and the provision of adequate capacity for residents to obtain access to and within the Del Monte Forest) the concept also reinforces on other aspect of the LUP land uses for the Skyline planning area, which is the expansion of public transit. The new gate would provide a central focal point for transit service. As pointed out in the Monterey County LUP for the Del Monte Forest, there is no transit service presently available for persons traveling into the Forest to work (e.g., domestic and hotel employees). Present transit service to Community Hospital and to the Presidio could be expanded into the Forest from this new gate.

Other potential circulation improvements in the planning area involve development of the two undeveloped parcels behind Community Hospital (18-acre, 40-unit PUD or health care facility parcel; and the six-acre office of hospital parking parcel). Should the health care facility be developed on the 18-acre parcel, circulation and access will be from Holman Highway 68 through the existing Carmel Hill Professional Center onto the six-acre site where parking will be provided for the health care facility. If the 18acre parcel is developed as a 40-unit condominium PUD, circulation and access will be from 17-Mile Scenic Drive through the Carmel Hill gate. Development of the six-acre parcel would then revert to office and parking land use.

#### 4.3.3 LCP Policies

1. Holman Highway 68 shall be designated a State Scenic Highway. As stated in the Scenic Highways Element of the City of Monterey General Plan, the scenic highway designation for this route has been scheduled at the time of LCP implementation.
2. The developer shall pay for necessary improvements to Holman Highway 68 (i.e., stacking and turning lanes, signing, etc.), as required to accommodate the increased traffic generated by the development.

A program for financing and constructing the required improvements to Holman Highway 68 shall be approved by the City as part of the Tentative Map approval process. The program shall include:

- a) the City Public Works Department recommendations for improvements to the highway;
  - b) the City Public Works Department recommendation of an appropriate financing mechanism for the improvements;
  - c) the developer's agreement to pay his proportionate share of the financing for the improvements at the state of approval for recording the Final Map for any part of the Skyline planning area.
3. Any new Holman Highway 68 connector road from the Presidio shall be sited and designed for a minimum of conflict with the flow of traffic on the highway. The location and design of any such road shall protect the scenic visual corridor of Holman Highway 68 and the environmentally sensitive habitats identified in this LUP.

4. The road system of Del Monte Forest should remain private with supervised entrances, as it has been since the 1920s; 17-Mile Scenic Drive shall remain open to the public for recreational use on a reasonable fee basis. While no entry gates currently are located in the City of Monterey, if such a gate is proposed in the future, it shall require an amendment to the Land Use Plan.
5. The recreational/scenic values of the 17-Mile Scenic Drive shall be maintained by building setbacks along sections of the Drive where new development will occur, preserving a forested corridor along the Drive. The existing open space greenbelt along the Scenic Drive shall be maintained in its present state as a dedicated greenbelt. As development has occurred in the planning area, perpetuation of this greenbelt has been achieved throughout the length of the Drive, and shall be required in the site design on the two remaining undeveloped parcels fronting this drive (i.e., the 18-acre and six-acre parcels).
6. In new development, parking shall be supplied in accordance with the City of Monterey Zoning Ordinance, Section 38-159 -- Off-street Parking and Loading. For recreational development, sufficient parking shall be provided to improve visitor visual access to the shoreline (proposed vehicle turnout near Ocean Pines condominiums).
7. Non-auto transportation modes (e.g., trails) shall be considered and, where environmentally feasible, included in new development proposals. Appropriate considerations for residential developments include non-vehicular connections to the trail system and visitor-serving facilities, as shown in Figure 8, provision for transit terminals and transit wait shelters; and proportional financial contribution to public transit providers.
8. As it serves the primary access corridor to Asilomar State Beach and Conference Center, as well as an alternative accessway to Cannery Row (by relieving congestion on the Lighthouse Avenue corridor between Pacific Grove and Monterey), a smooth flow of traffic shall be encouraged along Holman Highway 68. Therefore, in order to protect public access to the shoreline and reserve limited highway capacity for coastal priority uses, new development, including road connections to Highway 68, shall be permitted in compliance with Policy 4.3.3.2.

#### 4.3.4 Proposed LCP Implementation Actions

1. Designate Holman Highway 68 a State Scenic Highway.
2. Enforce a scenic corridor setback requirement along Holman Highway 68 as it becomes a State Scenic Highway.

*Due to their size and volume, Appendices A through E are not attached to this document. Copies of these appendices are available in the Community Development Department at City Hall (Pacific and Madison Streets), Monterey, California 93940.*

## APPENDIX F

### Resolutions for Adoption of the Skyline Land Use Plan

1. Resolution No. 83-17 for Minor Boundary Adjustment (February 1, 1983)
2. Resolution No. 83-18 for Certification (February 1, 1983)
3. Resolution No. 83-177 Adopting Plan (October 6, 1983)
4. Resolution No. 92-69 Adopting Amendments (March 31, 1992)
5. Resolution No. 92-222 Adopting Final Amendments (October 20, 1992)
6. Resolution No. 01-98 Certifying the Local Coastal Program for the City of Monterey



## Ridgeline Coastal Zone Boundary

CITY OF MONTEREY

RESOLUTION NO. 83-18

RESOLUTION OF CERTIFICATION - LAND USE PLAN  
SKYLINE COASTAL PROGRAM

WHEREAS, a public hearing was held by the Council of the City of Monterey on February 1, 1983 in the Council Chambers, City of Monterey, and public comment was received and considered; and

WHEREAS, it is found and determined that the Land Use Plan of the Local Coastal Program complies with the provisions of the California Coastal Act of 1976.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that it hereby certifies that the Land Use Plan of the Local Coastal Program, including the amendments and addendums thereto, is intended to be carried out in a manner in full conformity to the California Coastal Act of 1976 and said plan is hereby adopted.

BE IT FURTHER RESOLVED that the City Manager is directed to submit said plan to the California Coastal Commission with such additional information as is necessary for their review and approval.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY

this                    1st                    day of                    February, 1983 by the

following Roll Call Vote:

AYES	COUNCILMEN:ALBERT, ANDRUS, HUGHETT, ROBERSON, FRY
NOES:	COUNCILMEN: NONE
ABSENT:	COUNCILMEN: NONE

APPROVED:

/s/ GERALD T. FRY  
Mayor of said City

ATTEST:

/s/ P.L. O'HEARN  
City Clerk thereof

RESOLUTION ADOPTING AMENDMENTS TO THE SKYLINE  
LOCAL COASTAL PROGRAM LAND USE PLAN

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that the Skyline Local Coastal Program Land Use Plan approved and adopted by the City Council of the City of Monterey on February 1, 1983, Resolution No. 38-18, is , hereby amended as set forth in the Skyline Local Coastal Program Land Use Plan dated October 6, 1983, attached hereto and incorporated by reference herein as Exhibit "A".

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 6th day of October, 1983, by the following vote:

AYES:	COUNCILMEN:ALBERT, CANEPA, HUGHETT, VREELAND, ROBERSON	
NOES:	COUNCILMEN:	NONE
ABSENT:	COUNCILMEN:	NONE

APPROVED:

/s/ CLYDE ROBERSON  
Mayor of said City

ATTEST:

/s/ P.L. O'Hearn  
PATRICIA L. O'HEARN  
City Clerk Thereof

RESOLUTION NO. 92-69

RESOLUTION ADOPTING AMENDMENTS  
TO THE SKYLINE LOCAL COASTAL PROGRAM LAND USE PLAN

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that the Skyline Local Coastal Program Land Use Plan, approved and adopted by the City Council of the City of Monterey on February 1, 1983, Resolution No. 83-18, and amended on October 6, 1983, Resolution No. 83-177, is hereby amended, as set forth in the Addendum to Skyline Local Coastal Program land Use Plan, attached hereto, and incorporated by reference herein as Exhibit "A". By adoption of this amendment, the City Council hereby expresses its intent to carry out the Land Use Plan, as modified, in a **manner fully** in conformity with the Coastal Act. Said land Use Plan will take effect automatically upon Coastal Commission approval.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 31st day of March, 1992, by the following vote:

AYES: 5 COUNCILMEMBERS: CANEPA, EDGREN, OUTZEN, VREELAND, ALBERT

NOES: 0 COUNCILMEMBERS : NONE

ABSENT: 0 COUNCILMEMBERS: NONE

APPROVED:  
/s/DANIEL ALBERT  
Mayor of said City

ATTEST :  
CYNTHIA PARHAM  
City Clerk thereof

Resolution No. 92-222

RESOLUTION ADOPTING COASTAL COMMISSION AMENDMENTS TO  
THE SKYLINE LOCAL COASTAL PROGRAM LAND USE PLAN, AN ELEMENT OF  
THE CITY OF MONTEREY GENERAL PLAN

WHEREAS, the Skyline Local Coastal Program Land Use Plan, approved and adopted by the City Council of the City of Monterey on February 1, 1983, Resolution No. 83-18, and amended on October 6, 1983, Resolution No. 83-177, and amended on March 31, 1992, Resolution No. 92-69, is hereby amended, as set forth in the attached addendum, attached hereto, and incorporated by reference herein as "Exhibit A". By adoption of this amendment, the City Council hereby expresses its intent to carry out the Land Use Plan, as modified, in a manner fully in conformity with the City of Monterey General Plan, and the California Coastal Act.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 20th day of October, 1992, by the following vote:

AYES: 5 COUNCILMEMBERS: CANEPA, EDGREN, OUTZEN, VREELAND, ALBERT  
NOES: 0 COUNCILMEMBERS: NONE  
ABSENT: 0 COUNCILMEMBERS : NONE

APPROVED:  
/s/ DANIEL ALBERT  
Mayor of said City

ATTEST:  
/s/ CYNTHIA PARHAM  
City Clerk thereof

Modifications to the Land Use Plan

Note: Suggested deletions are indicated by strike-outs (~xt~K~d~x}, while suggested additions are indicated by underscoring (underscoring).

1. Delete obsolete language from Policy 4.3.3.3, page 4-13, as follows:

Any new Holman Highway 68 connector road from the Presidio shall be sited and designed for a minimum of conflict with the flow of traffic on the highway.

The location and design of any such road shall protect the scenic visual corridor of Holman Highway 68 and the environmentally sensitive habitats identified in this LUP.

2. Delete Figure 10, Haul Road Connection, page 4-12.

Modification 3 of the Coastal Commission staff recommendation was revised by the Commission at its August 13, 1992 hearing to read as follows:

Note: Deletions are indicated by strike-outs, while additions are indicated by underscoring (underscoring).

3. Modify Policy 4.3.3.4, page 4-13, as follows:

4. The road system of Del Monte Forest should remain private with supervised entrances, as it has been since the 1920s; 17-Mile Scenic Drive shall remain open to the public for recreational use on a reasonable fee basis.

While no entry gates currently are located in the City of Monterey, if such a gate is proposed in the future it shall require an amendment to the Land Use Plan.

4. Revise Figure 8 to conform to certified Monterey County, Del Monte Forest Area Land Use Plan shoreline access locations or delete all zipatone features and the legend except trail features.
5. Revise Figure 9 Existing and Proposed-Land Uses to conform Coastal Zone Boundary to Exhibit 1b and designate added area as open space as shown on Exhibit 8 attached.