

01 Introduction, Page 7, Paragraph 1, last sentence.

“Once this amount of new development is constructed, the City will update the General Plan and the Specific Plan accordingly.”

- Will permitting stop until the update occurs? Sometimes that process can take a year or more.
- Once 113 new dwelling units are constructed along that corridor or more than the projected commercial square footage has been built, parking and traffic implications will need to be reexamined and an EIR done.

01 Introduction, Page 10

“The New Monterey neighborhood is a large residential neighborhood in the city....”

- New Monterey is the largest neighborhood.

02 Vision and Goals, Page 17

“Vision: The Vision of the Lighthouse Area Specific Plan is to create a livable community and a revitalized destination point on Lighthouse Avenue and Foam Street for residents and visitors. It will provide guidance for the development of transit-oriented, mixed-use development along the Lighthouse Avenue and Foam Street corridors, as directed by the City of Monterey General Plan goals and policies.”

- The vision for Lighthouse/Foam is more than “livable” and “revitalized”.
It needs to include: maintain history and character, relate to built environment, enhance mix of styles, architectural features and height.

Resolution-96-194 “Design Guidelines for Considering and Granting Height Exceptions to Commercial Building Height Standards”, a document nullified by the City Attorney because it was not properly adopted, states,

*“The Lighthouse Area Plan’s goal is to maintain the Lighthouse area’s history and character.
The direction of the Lighthouse Area Plan is to maintain an average height limit of two stories and 25 feet, relate the height of new structures to existing structures and enhance the existing mix and variety of building styles, architectural features and height.*

A key objective is to maintain the existing two-story building facade fronting Lighthouse Avenue.

The Lighthouse Area Plan also encourages development of mixed use projects in the Lighthouse Area.”

02 Vision and Goals, Page 17

“Goal 1.b. Create a street that is attractive to pedestrians... A complete street adequately provides...appropriate to the function and context of the street.”

- The Visions and Goals section is addressing Lighthouse, Foam and cross-streets. This goal seems to address one street.
- Perhaps delete the word “complete” from the second sentence above.

03 Challenges & Opportunities, Page 23

“The Harry Greene Mansion ...in 1887 an dis the oldest...”

- Typo: change to “and is”

03 Challenges & Opportunities, Page 30, second paragraph

- Because lane width and parking space width are stated for Lighthouse, I believe Foam Street lane width and parking space width should also be stated.
 - Are the lanes the minimum 10’? 12’?
 - What is the parking width on Foam Street?
 - Historically, there has been discussion about making Foam 3 lanes outbound and eliminating parking. While that is not now being suggested, stating curb-to-curb measurements and basic dimensions may prove important to future discussion.

03 Challenges and Opportunities, Page 33, second column, top paragraph, new sentence

“This study determined that there was determined adequate capacity for additional growth in the study area.”

- The second ‘determined’ seems redundant and confusing in this sentence.

03 Challenges and Opportunities, Page 34, Utility Undergrounding

"PG&E funding may be available...for Foam Street."

- Staff's comments are in parentheses, therefore not included in the document.
- Staff notes availability of funds is more than 15 years out.
The sentence should reflect the unlikelihood.
- The alternative of an assessment district is mentioned, but not included in the plan.
- This Specific Plan should give a fuller, more complete picture regarding undergrounding on Foam Street. With the warp speed that technology is changing, underground utilities may well be important in the next 2 decades.

03 Challenges and Opportunities: Internet

- High Capacity Internet Productivity is lacking in the Lighthouse/Foam commercial district.
We would do well to add some language that states the need for High Capacity Internet in the district.

03 Challenges and Opportunities: Sewer

- The City has identified the need to update their 1988 Sewer Line Capacity Study. It is unfunded at this time. Language supporting review of Sewer Line Capacity seems a good idea. Better we know before we've surpassed capacity.

03 Challenges and Opportunities, Page 35, Storm Water Collection

"...The existing system collects surface water runoff and conveys it through street inlets, channels, pipelines and culverts that terminate at local lakes and the Monterey Bay."

- Staff has confirmed that no storm water from the planning area drains to a lake, so we can delete 'local lakes' from the Specific Plan. They are misleading.

03 Challenges and Opportunities: Entry triangle park and Coast Guard property.

- It is logical that the triangle park where Foam and Lighthouse intersect be part of Lighthouse/Foam district. Coming around Lighthouse Curve, this is the location that one visually enters a new business district. There is a new look – and it is not Cannery Row.
- If Lighthouse traffic is ever one way, the left turn movement back to Foam will pass through this parcel.
- The Coast Guard property, if it were ever abandoned by the federal government, should be developed to Lighthouse Mixed Use standards, not Cannery Row.
- While not an easy process to change Cannery Row plans, nonetheless, it makes less sense to leave those parcels of land in a planning area with which they have so little in common. It's worth doing.
There should be language in the Specific Plan that indicates we will amend Cannery Row documents to reflect adjusted boundaries.

04 Land Use & Development, Page 43

- The opening paragraphs to this section are very important. They set the tone.
 - What we have now is an explanation of terms.
 - Consider what is said in the now-defunct Resolution-96-194 "Design Guidelines for Considering and Granting Height Exceptions to Commercial Building Height Standard"s:
*"The Lighthouse Area Plan's goal is to maintain the Lighthouse area's history and character.
The direction of the Lighthouse Area Plan is to maintain an average height limit of two stories and 25 feet, relate the height of new structures to existing structures and enhance the existing mix and variety of building styles, architectural features and height. A key objective is to maintain the existing two-story building facade fronting Lighthouse Avenue. The Lighthouse Area Plan also encourages development of mixed use projects in the Lighthouse Area."*

"O.1.3. Projects with Residential densities that exceed 30 dwelling units per acre are of exceptional design, implement the vision of the Plan and are consistent with the design objectives."

- First, the City's density maximum is 30 units per acre. That is where we start.
The objective should speak to design within the standard 30 units per acre.

12-3-14

General Plan Housing Program b.1.1. *Maintain multi-family densities at 30 units per acre in the R-3 zone and in commercial zones with the potential for density bonuses as outlined in Program i.1.2.*

- Exceeding 30 units per acre should be a rare exception.

General Plan Housing Program i.1.2. *Continue to allow appropriate density bonuses in the City's commercial districts. Density bonuses in excess of 25 percent may be allowed for projects that exceed City inclusionary housing percentages or the state-mandated criteria for low-income, moderate-income, and special-needs housing. Projects which receive density bonuses shall maintain affordability for the life of the project.*

- Density bonus would be considered if the city was getting more inclusionary housing, not more market-rate units.
- The goal is a livable community. "Livable" means having usable open space. If all of the space is used for parking and structure, the result is not a more livable community. "Livable" should be included in the criteria for making an exception.
- The existing conditions on Lighthouse and Foam are major deterrents to exceeding the principally permitted density of 30 units per acre.
 - Lighthouse and Foam already are congested with highway-level traffic, LOS D or worse.
 - The largest neighborhood in Monterey (New Monterey) and the City of Pacific Grove have only two ways in and out: Lighthouse/Foam and Holman Highway. Too many people depend on these roadways; we can't afford to make these conditions worse.
 - Lighthouse Avenue is narrow.
 - Parking is at a premium.
 - More units result in more height – and there are view impacts on residents uphill.
- Resolution 96-194 formerly required and the Specific Plan should now state:
"specific findings justifying an exception should be based on proposed projects demonstrating exceptional design that exceeds conformance with adopted minimum design standards"
- What is the vision that O.1.3. is implementing?
It is not to pack in as many dwelling units as possible!
- The Vision of the Specific Plan is too narrow as a statement of Vision for Lighthouse and Foam.
- Incorporate Lighthouse Avenue Area Design Guideline 1.d. into this Specific Plan.

Resolution-96-194 "Design Guidelines for Considering and Granting Height Exceptions to Commercial Building Height Standard"

1.d. *The third story of new three story buildings shall generally setback from the second story so that the building gives a two story appearance or setback from the streets they front on. A full third story or no setback may be considered in locations where it is demonstrated by view angle diagrams or street profile drawings that a three story facade is necessary to maintain the Lighthouse Avenue character and provides a visual transition between existing buildings that display significant differences in height.*

04 Land Use & Development, Page 44 Table

In the public forum discussion, there was support for changing from Principally Permitted to Conditional Service – Minor and Major.

- I don't see that change mentioned in the Matrix.
- The point of having Specific Plans is to acknowledge that each district is different and has different needs.

04 Land Use & Development, Page 46,

G.2.13. Design open space areas to provide safe, convenient and attractive access to various functions within a site.

- Substitute "Design safe, convenient and attractive open space areas within a site" ?