

3.9 LAND USE AND PLANNING

3.9.1 SETTING

Urbanized areas within the Monterey Bay region include eighteen cities (Capitola, Carmel, Del Rey Oaks, Gonzales, Greenfield, Hollister, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, San Juan Bautista, Santa Cruz, Scotts Valley, Seaside, Soledad and Watsonville), as well as other unincorporated areas (e.g., Aptos, Big Sur, Carmel Valley Village, Castroville, Del Monte Forest, Freedom, Elkhorn, Las Lomas, Live Oak, Paicines, Pajaro, Pine Canyon, Prunedale, Ridgemark, Soquel and Tres Pinos). A number of jurisdictions have established limits on new development due to water supply limitations.

The remainder of the region is largely rural. Large areas are in crop production in each of the three counties (particularly in the Salinas valley, the Pajaro Valley, the coastal terraces of Santa Cruz County, and in northern San Benito County), and a significant proportion of the area is used a rangeland. The more rugged areas are often forested. All of Santa Cruz County, and a large portion of Monterey County, lie within the California Coastal Zone.

Federal lands within the Monterey Bay region include the Pinnacles National Monument, Los Padres National Forest and the California Sea Otter Game Refuge. Military installations include Fort Hunter-Liggett, Camp Roberts Military Reservation, the U.S. Naval Postgraduate School, the Presidio of Monterey (including the Annex on the former Fort Ord) and the Defense Language Institute.

There are a large number of parks and recreational areas located within the region (see discussion in Section **3.14 RECREATION**, below).

The University of California, Santa Cruz, California State University at Monterey Bay, Monterey Peninsula College, Hartnell College and Cabrillo College are located in the region, as well as the UCSC Marine Laboratory at Santa Cruz and the Hopkins Marine Station (Stanford University) in Pacific Grove. Two major State Correctional Facilities are located at Soledad, and a large Duke Energy electrical generating facility (formerly owned by Pacific Gas & Electric Company) is located at Moss Landing.

3.9.2 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Implementation of the three plans could have a significant environmental impact if it were to result in:

- The physical division of an established community; or
- A conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental impact.

Future population and employment has been projected by AMBAG through the year 2030 for use in the traffic model utilized in the preparation of the 2005 MTP. Projected changes in land use would be expected to occur as a result of buildout in accordance with the General Plan of each jurisdiction, and such development would be consistent with those General Plans. Based on population growth projections for the three counties, changes in land use may be substantial in some portions of the region. However, these land use changes would occur primarily as a result of General Plan implementation, and not as a result of implementation of the three plans.

AMBAG, TAMC and SCCRTC have no authority to regulate land use, and any proposed change in land use designations within the region would require thorough environmental review (including assessment of effects on local transportation facilities) by those jurisdictions which have such regulatory power. Other than the development anticipated by the City and County General Plans, no significant change in regional land use patterns would be expected to occur following adoption of the three plans.

Implementation of some of the transportation system improvement projects identified in the financially constrained Action Elements of the three plans may divide areas currently supporting agricultural operations, but none would result in the physical division of established residential areas. However, new or expanded roadways that would be developed under the three plans could impact existing land uses along the proposed alignments, particularly in established residential areas.

Traffic volumes on neighborhood streets could increase as a result of roadway improvements that increase capacity, or improvements that provide new direct routes through existing urban areas. Increased traffic volumes could impact existing sensitive uses, such as residences, schools or parks, by elevating noise levels, air pollution emissions, lighting and public safety hazards in the area. Roadway extensions would introduce new streets into residential areas, creating new sources of traffic-related noise, air pollution and public safety impacts. Airport improvements may ultimately increase air traffic or change flight patterns, with the potential for future land use conflicts.

Land Use Compatibility

IMPACT 3.9.1: Potential Land Use Conflicts. Construction and operation of some transportation system improvement projects identified in the financially constrained Action Elements of the three plans could result in potential land use conflicts with existing sensitive uses such as residences, schools, parks, etc. This could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.9.1: Enhancing Land Use Compatibility

A. In order to minimize safety hazards, implementing agencies shall, where appropriate, require adequate traffic controls such as signs, striping, crosswalks and warning lights to slow traffic on streets in residential, school or park areas where new roadways are proposed, or where projected traffic volumes will substantially increase, to reduce safety and noise impacts.

B. Implementing agencies shall, where appropriate, ensure that roadways and other transportation system improvements are designed to minimize potential impacts to pedestrians and bicyclists, particularly those living in adjacent residential areas, or attending schools.

C. Street lighting, where necessary, shall, where appropriate, be minimized to the extent possible in areas adjacent to sensitive land uses. Street lights shall be shielded, and oriented away from residential development. No street light shall exceed the maximum height limit established by Caltrans or local ordinance, as applicable.

D. Implementing agencies shall, where appropriate, require that all transportation system improvement projects provide appropriate setbacks, barriers, fences or other appropriate means of buffering proposed improvements with the potential to generate land use conflicts from adjacent sensitive land uses.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of these measures could reduce the potential impact to a level of less than significant.

Land Use Policy/Program/Regulation Compatibility

Implementation of the three plans would not change any current land use designations established by the Cities and Counties within the regions. The programs and projects identified in the financially constrained Action Elements of the three plans are generally compatible with the transportation and land use goals, policies and plans of these same Cities and Counties. However, there may be instances where specific projects as proposed by an agency may incorporate features which might conflict with the land use plans, policies or regulations of the jurisdiction in which the project is to be located.

IMPACT 3.9.2: Conflicts with Land Use Plans/Policies/Regulations. It is possible that implementation of some of the projects identified in the financially constrained Action Elements of the three plans could conflict with the applicable land use plans, policies, or regulations of an agency with jurisdiction over the project which have been adopted for the purpose of avoiding or mitigating an environmental impact. Examples of projects which might involve such an impact may include

(but are not necessarily limited to) the construction of new roadways and rail improvements on rail lines that are not currently used by trains. This could represent a **potentially significant adverse environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.9.2: Design Modifications to Achieve Consistency

Where it is clear that the implementation of a specific project could result in a conflict with the applicable land use plans, policies, or regulations of an agency with jurisdiction over the project which have been adopted for the purpose of avoiding or mitigating an environmental impact, the implementing agency should modify the design of the project to achieve consistency with the applicable plans, policies or regulations.

RESULTING LEVEL OF SIGNIFICANCE

In those instances where it would be possible to modify the design of a transportation system improvement project to meet the intent of plans, policies or regulations of the jurisdictions where such projects are proposed, this mitigation measure could reduce the impact to a level of less than significant for most projects. However, for a few projects, it may not be possible to make such design changes and still achieve the project objectives. In these cases, the potential conflict with established plans, policies and regulations could remain **significant and unavoidable**.