Monterey 2031
General Plan Update

Safety Element

March 8, 2024

CALFIRE REVIEW DRAFT

THE CITY OF
MONTEREY

RPC 2 (b) (ii)

7 Safety Element

The natural beauty of the forested hills and the California coastline in and around Monterey helps define the character of the community, but it also holds potential for natural hazards that pose risk to human health and property, including earthquakes, landslides, flooding, wildfire, and wind-related hazards. These risks are compounded by the warming of the climate, which is projected to bring increased rainfall intensity, hotter average daily temperatures, and more extreme weather events. Urban development in the area has also brought the potential for human-made disasters. This chapter identifies natural and human-made hazards in Monterey as well as measures to promote public safety and effective emergency response and recovery. Airport hazards are addressed in the Land Use Element.

Natural and Humanmade Hazards

Most of the planning area is located within the wildland urban interface, where human development transitions to undeveloped wildlands and where risk of catastrophic wildfire is greater. Upland areas in the south and southwest of the city are classified as Very High Fire Hazard Severity Zones by California Department of Forestry and Fire Protection (CAL FIRE), based on the presence of vegetation that is highly flammable and extremely dry during the summer months. Monterey is also located in a seismically active region and much of the community is susceptible to ground shaking in the event of fault rupture. Other related seismic and geologic hazards include the potential for landslides in steep terrain and liquefaction, a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. There are areas of high liquefaction risk along the course of creeks that drain from the hills to Monterey Bay, and there is an area of high landslide susceptibility in the hills near Fisherman's Flats Greenbelt. Low lying areas of Downtown and locations along Del Monte Avenue are subject to flooding, coastal inundation, and tsunamis. Coastal erosion is common along much of the Monterey coastline, which could increase with sea level rise. Maps 11 through 16 characterize the risk of natural hazards in the planning area.

The City is party to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), a regional effort that articulates a plan for reducing and/or eliminating risk from natural and humanmade hazards. The MJHMP includes a local annex[1] assessing risks associated with earthquake, wildfire, flooding, drought, landslide, insect infestation, extreme weather, severe wind, hazardous materials accidents, terrorist attack, and other hazards specific to Monterey, and it identifies mitigation goals, objectives, and projects to reduce those risks. The MJHMP and the City of Monterey local annex are incorporated by reference into the Safety Element of the General Plan. The Monterey City Code also incorporates development standards and hazard risk mitigation protocols that

[1] Monterey County Multi-Jurisdictional Hazard Mitigation Plan, Volume 2, Annex H – City of Monterey

address natural and humanmade hazards in the community. Safety Element policies provide a framework to guide City planning and decision-making related to natural and humanmade hazards.

Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)

The MJHMP contains detailed hazard profiles for all areas of the county, addressing a range of natural and human-made hazards, including wildfire, tsunami, drought, earthquake, flooding, hazardous materials incident, public health hazards, and other hazards. For each potential hazard, the profiles describe primary and secondary effect, magnitude/severity, previous occurrences, and the likelihood of future occurrences. An assessment of impacts to vulnerable populations, property, critical facilities, and infrastructure and the effects of climate change is also included.

Goal a. Protect life and property from natural and humanmade hazards.

Geologic and Seismic Hazards

Policy a.1. Require that new development be sited and designed to minimize risks from seismic events, including fault rupture, liquefaction, and landslides.

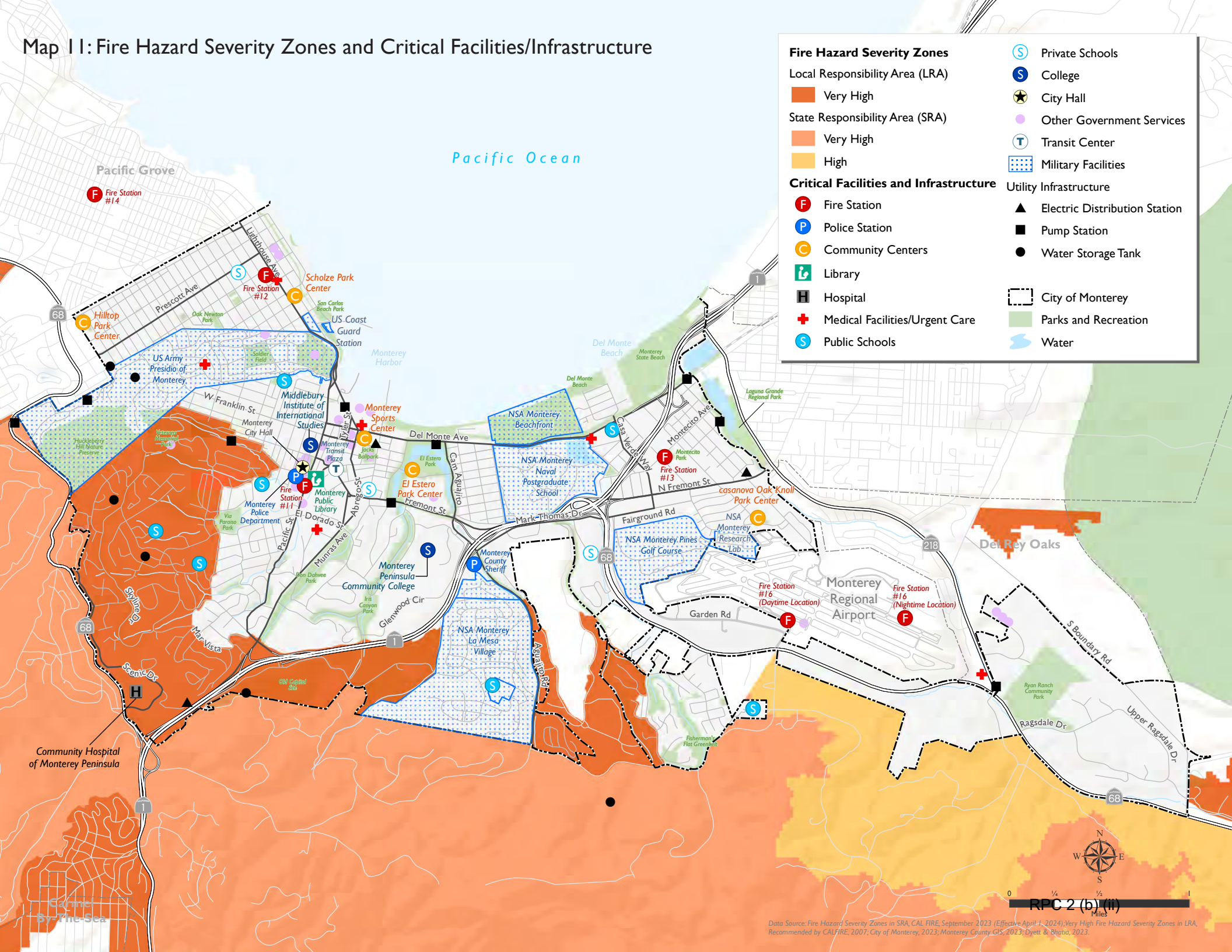
Policy a.2. For new development within seismic and geologic hazard zones, including existing landslide areas, areas of high and moderate risk of landslide (Map 14) and liquefaction (Map 15) risk as well as areas within 660 feet of an identified fault in the late or latest quaternary category (Map 12), require that project proponents submit geotechnical investigation reports prepared by qualified professionals and demonstration that the project conforms to all mitigation measures recommended by the reports prior to City approval.

Policy a.3. Require that buildings intended for human occupancy and critical facilities be set back a safe distance (as determined by a qualified geologist) from surface traces of active and potentially active faults. Potentially active faults should be treated the same as active faults until detailed geotechnical data is submitted demonstrating to the City's satisfaction that a fault is not active.

Policy a.4. Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.

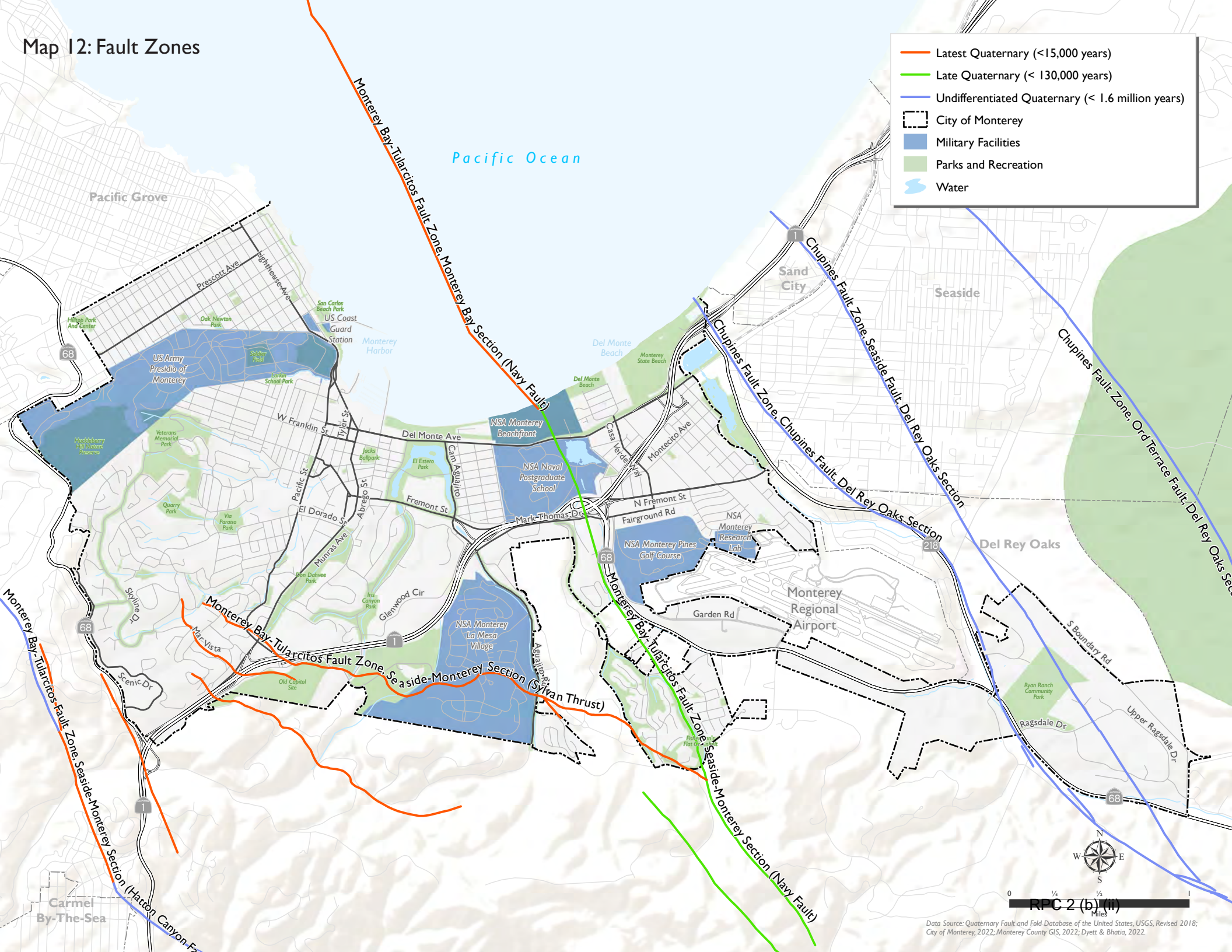
Policy a.5. Establish a program to inventory and evaluate earthquake hazards in existing buildings, especially buildings with unreinforced masonry (URME and explore measures to encourage building owners to upgrade and retrofit structures to render them seismically safe.

Map 11: Fire Hazard Severity Zones and Critical Facilities/Infrastructure



Data Source: Fire Hazard Severity Zones in SRA, CAL FIRE, September 2023 (Effective April 1, 2024); Very High Fire Hazard Severity Zones in LRA, Recommended by CALFIRE, 2007; City of Monterey, 2023; Monterey County GIS, 2023; Dyett & Bhatia, 2023.

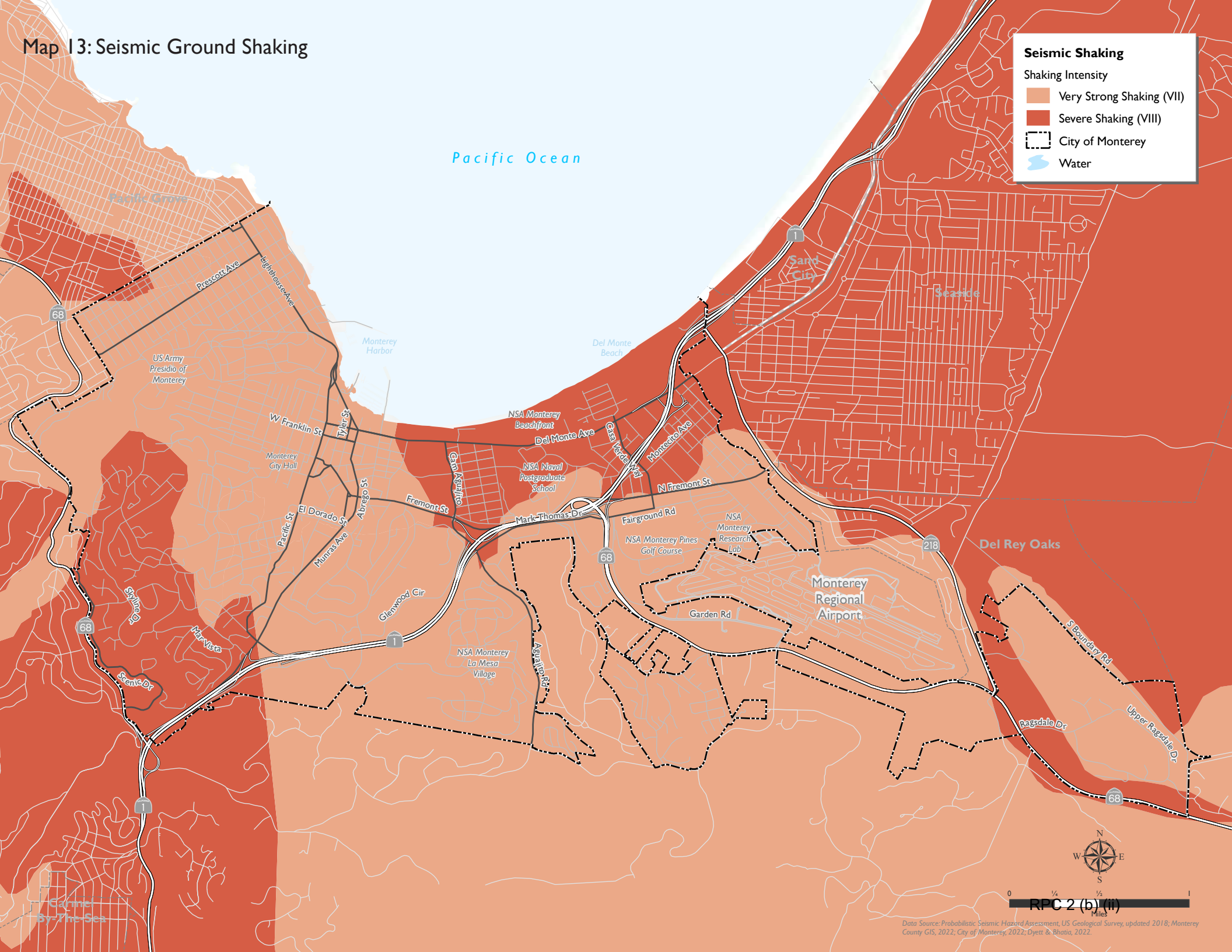
Map 12: Fault Zones



RPC 2 (b) (ii)

Data Source: Quaternary Fault and Fold Database of the United States, USGS, Revised 2018; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

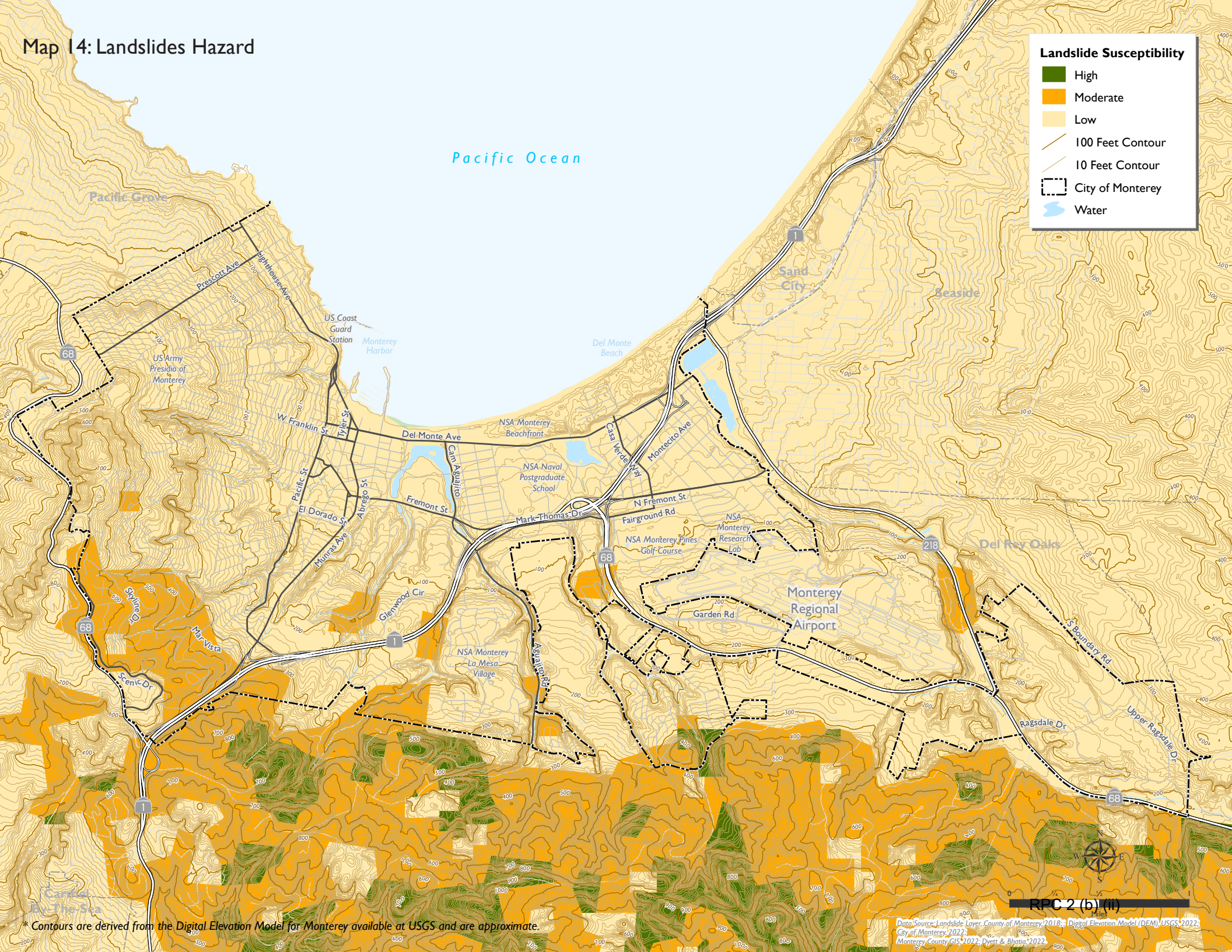
Map 13: Seismic Ground Shaking



RPC 2 (b) (ii)

Data Source: Probabilistic Seismic Hazard Assessment, US Geological Survey, updated 2018; Monterey County GIS, 2022; City of Monterey, 2022; Dyett & Bhatia, 2022.

Map 14: Landslides Hazard

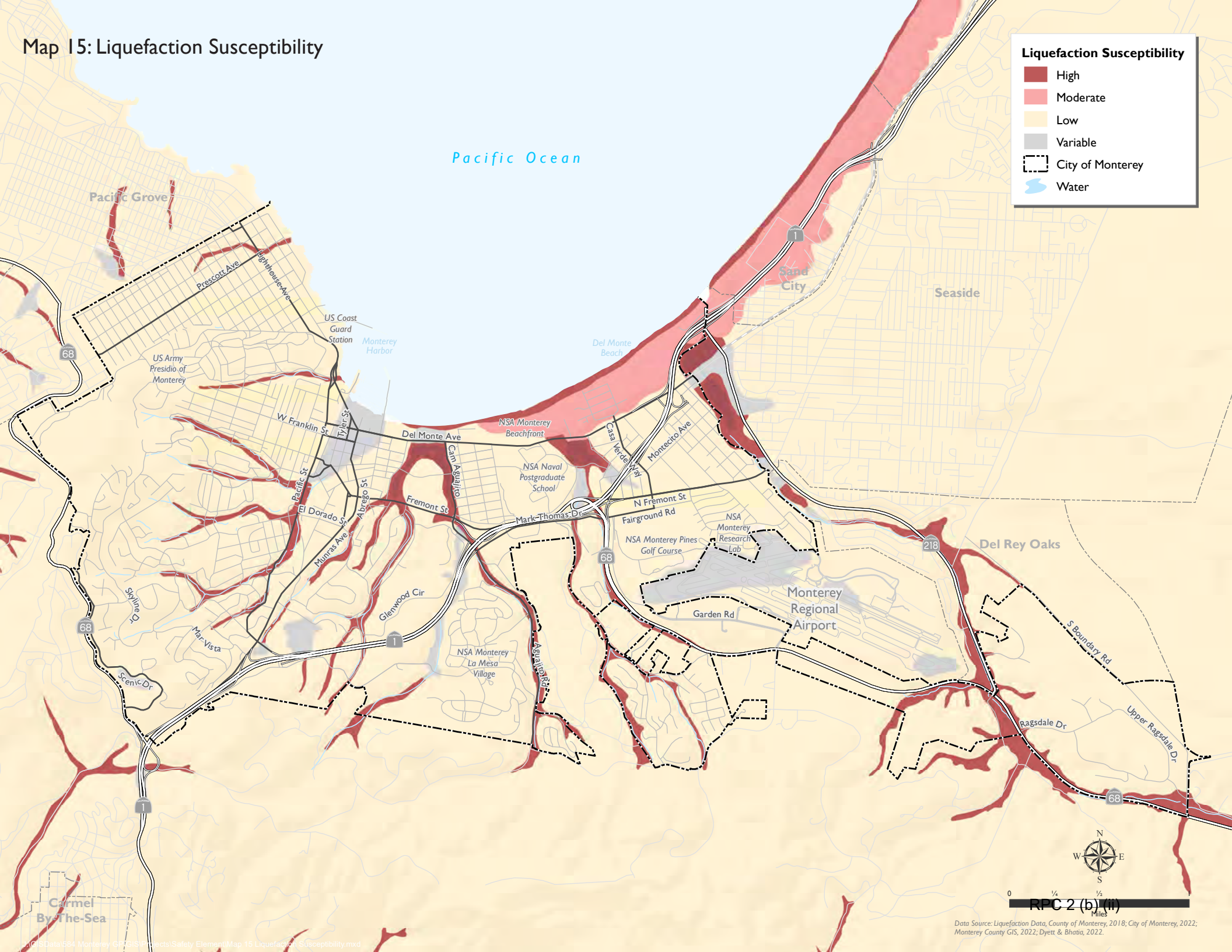


RPC 2 (b) (ii)

* *Contours are derived from the Digital Elevation Model for Monterey available at USGS and are approximate.*

Data Source: Landslide Layer, County of Monterey, 2018.; Digital Elevation Model (DEM), USGS, 2022; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

Map 15: Liquefaction Susceptibility

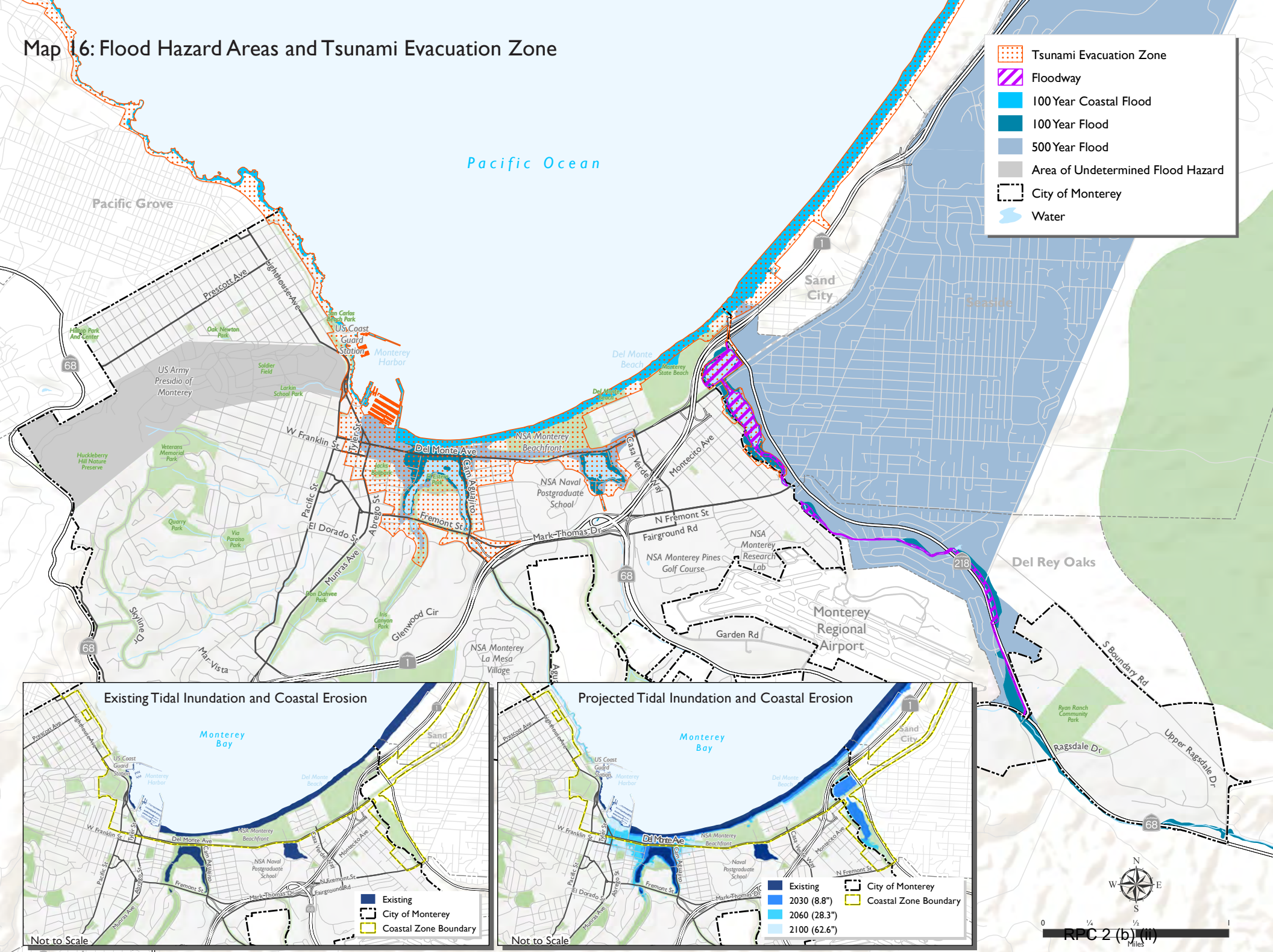


RPC 2 (b) (ii)

Data Source: Liquefaction Data, County of Monterey, 2018; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

I:\GISData\684 Monterey GP\GIS\Projects\Safety Element\Map 15 Liquefaction Susceptibility.mxd

Map 16: Flood Hazard Areas and Tsunami Evacuation Zone



RPC 2 (b) (ii)

Data Source: City of Monterey Final Sea Level Rise and Vulnerability Analyses, Existing Conditions and Issues Report, 2016; National Flood Hazard Layer, FEMA 2017; City of Monterey, 2023; Monterey County GIS, 2023; Dyett & Bhatia, 2023.

Policy a.6. Continue to regulate development on hillsides where average slope is greater than 15 percent.

Policy a.7. When creating new lots of record sloped areas of 25 percent or greater shall not count towards the minimum lot size.

Policy a.8. Prohibit new development on existing lots of record where average slope is 25 percent or greater. Minimal encroachment into 25 percent or greater slope may be permitted by the Planning Commission subject to a use permit if it is designed and located to minimize impacts to adjoining property and public right-of-way that could occur due to inadequate grading and drainage control, visual appearance, and removal of trees and vegetation. To permit such encroachment, the Planning Commission must find that the amount and location of 25 percent or greater slope area so severely restricts the development potential of the lot that prohibiting development on 25 percent or greater slope deprives such property of privileges enjoyed by other similar properties or is such a minor encroachment that an exception to this prohibition is warranted.

Policy a.9. Minimize grading in hillside areas and require erosion prevention by revegetation or other acceptable methods.

Policy a.10. Permit grading operations only in areas scheduled for immediate construction or paving.

Policy a.11. In order to maximize soil and slope stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.

Policy a.12. Require an Erosion and Sediment Control Plan (ESCP) or a Stormwater Pollution Prevention Plan (SWPPP) as required by local, regional or state regulations.

Policy a.13. Require engineering geology or slope stabilization reports when the excavation and/or grading planned have the potential for slope instability or potential to create unstable slope or soil conditions.

Flooding Hazards

Policy a.14. Design, construct, and maintain street and storm drain flood control systems to accommodate storm flows, employing "green infrastructure" techniques as feasible and appropriate.

Policy a.15. Review all development applications for areas within a 100-year flood hazard zone for consistency with FEMA National Flood Insurance Program (NFIP) standards to mitigate flood hazard potentials.

Policy a.16. Require applicable development projects to employ low impact development (LID) design strategies that minimize drainage concentration, minimize impervious coverage, utilize pervious paving materials, and overall utilize best management practices (BMPs) to reduce stormwater runoff and minimize increases in downstream runoff and/or impacts resulting from new development.

Policy a.17. Through compliance with existing environmental regulations and associated development agreements, require applicable new development and re-development to incorporate storm drainage and water quality improvements into their design plans for construction and to protect downstream watershed processes.

Policy a.18. Periodically review the risk of increased flooding hazards due to climate change and develop strategies to adapt to changing flood hazard conditions, including those related to monitoring, emergency preparedness, vegetation management, and development policies, and ensure that the City's hazard information is up-to-date regarding climate trends.

Policy a.19. Consider and mitigate the potential hazards from storm waves, tsunami, high tidal conditions and flooding for projects along the bay shoreline.

Policy a.20. As the need is identified, work with creekside property owners to reduce and mitigate flood hazards.

Wildfire Hazards

Wildfire Protection

The Monterey Fire Department (MFD) provides a complete range of fire protection, prevention, and educational services in the Cities of Monterey, Pacific Grove, Carmel-by-the-Sea), and Sand City, as well as to the Naval Postgraduate School, La Mesa Village, and the Monterey Regional Airport. Other agencies with responsibility for wildland fire prevention and protection services in the planning area include: the Monterey County Regional Fire District; the Presidio of Monterey Fire Department; the U.S. Forest Service (USFS) Monterey Ranger District; and the California Department of Forestry and Fire Protection (CAL FIRE).

MFD has prepared a Community Wildfire Protection Plan (CWPP) that outline local priorities for wildfire risk mitigation and provides a roadmap of actions for a community to address the wildfire threat. The CWPP provides a comprehensive list of local, state, and federal agencies with responsibility for fire protection.

Policy a.21. Work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers.

Policy a.22. Jointly with State, County, local and other agencies, inform property owners of wildfire risks and measures to reduce those risks, including by:

- Maintaining and making publicly available an up-to-date map of high and very high fire hazard areas consistent with CAL FIRE designations; and
- Disseminating information on fire weather watches and fire risks via the City's website and encouraging all Monterey residents to engage in risk reduction and fire preparedness activities.

Policy a.23. Maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires, including requirements for compliance with applicable provisions of the California Building Code, the California Fire

Code, Board of Forestry Fire Safe Regulations, and California Government Code sections 51175 and 51189 related to Very High Fire Hazard Severity Zones.

Policy a.24. Avoid, where feasible, locating new development in Very High Fire Hazard Severity Zones (FHSZ). If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.

Policy a.25. Require new development in Very High FHSZs to prepare a Fire Protection Plan that minimizes risks by:

- Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.;
- Siting and designing development to avoid hazardous locations (e.g. through fire breaks) to the extent feasible;
- Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;
- Using appropriate fire-safe building materials and design features, consistent with the adopted City Code and Fire and Building Code standards to ensure the minimum amount of required fuel modification;
- Using fire-retardant, native plant species in landscaping; and
- Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities.

Policy a.26. Require that all new development located in a Very High FHSZs or a State Responsibility Area (SRA) be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.

Policy a.27. Require new development in Very High FHSZs to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel breaks, and roadside fuel reduction.

Policy a.28. Continue to require proactive weed abatement and, brush thinning, and removal services on new and existing development in Very High FHSZs in order to curb potential fire hazards, per title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3.

Policy a.29. To facilitate the orderly evacuation of residential areas within the Very High FHSZs, maintain minimum standards for roadway design, maintenance, and vegetation management.

Policy a.30. Cooperate with the CAL FIRE and Monterey County Regional Fire District to ensure that all portions of the Planning Area are served and accessible within an effective response time and to address regional wildfire threats.

Policy a.31. Coordinate with the California-American Water Company and the Marina Coast Water District to ensure that those agencies plan for an adequate and sustainable

water supply to meet fire suppression needs within the planning area over the long term.

Policy a.32. Work with responsible agencies and nongovernmental organizations to plan for post-fire recovery in a manner that reduces further losses or damages from future fires.

Policy a.33. Adopt and implement the Community Wildfire Protection Plan to guide the restoration and maintenance of landscapes, promote fire-adapted communities, and strengthen response to wildfire. Pursue funding to facilitate structural retrofits, roadway improvements, and abatement of vegetative hazards.

Wind Hazards

Policy a.34. Monitor issues related to damage from windstorms and undertake precautionary measures as needed, such as tree trimming.

Policy a.35. Within Very High Fire Hazard Severity Zones, set new schools, housing, and care facilities a minimum of 100 feet back from high voltage power lines or substations.

Humanmade Hazards

Policy a.36. Continue to require remediation of hazardous material releases from previous land uses as part of any redevelopment activities.

Policy a.37. Regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.

Policy a.38. Consistent with State regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.

Emergency Management

With the potential for natural and humanmade hazards in the planning area, it is critical that the City plan proactively to ensure the safety of residents in times of disaster. This involves ensuring that all parts of the city are accessible for both evacuation and emergency access, including areas of new development and areas of the city with fewer access points. The City recognizes the importance of emergency preparedness through the design and implementation of its Emergency Operations and Local Hazard Mitigation plans. These plans are based on the functions and principles of the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS). Map 17 shows emergency evacuation routes throughout the city. Primary emergency access and evacuation routes include State Routes, 1, 68, and 218 as well as major thoroughfares within the city, such as Lighthouse Avenue, Pacific Street, Del Monte Avenue, Fremont Street, Mark Thomas Drive, and Aguajito Road. All evacuation routes face potential disruption from a flood, earthquake, or wildfire event, which may block roadways or damage the roadway surface. In the event of widespread disruption to local evacuation routes, remaining evacuation routes may become congested,

slowing down evacuation of the community or specific neighborhoods. This issue may be compounded since evacuation routes for Monterey also serve as evacuation routes for neighboring communities, and so potential disruptions may have regional effects.

An analysis of existing development patterns and roadway connectivity completed with the use of graphic information systems (GIS) software indicates that some residential areas of the city have constrained emergency access. These evacuation-constrained properties are all located in at least one hazard-prone area and may have access to only one emergency evacuation route, which can significantly impede the swift and orderly movement of residents to safer locations and can lead to congestion, delayed emergency response times, and heightened risk to life and property. As shown on Map 18, in the event of a wildfire in the southern part of the planning area, evacuation-constrained areas include of Skyline Forest, Monterey Vista, portions of the Skyline, Monterey Vista, Aguajito Oaks, Deer Flats, Fisherman Flats, Alta Mesa, and Old Town neighborhoods. In the event of flooding or tsunami, evacuation-constrained areas include portions of the Del Monte Grove/Laguna Grande, Del Monte Beach, Villa Del Mar, Casanova/Oak Knoll, Oak Grove, Old Town, and New Monterey neighborhoods.

Areas at greatest risk from fault rupture, flooding, and wildfire are generally concentrated in the western and southern portions of the city, as shown on Maps 19A and B. Under emergency evacuation scenarios involving one or more of these events, the distance from these areas to the nearest evacuation gateway is longest and in consideration of access to vehicles, network constraints, and traffic signal timing, these neighborhoods are most vulnerable. An evacuation route capacity analysis that modeled a multi-hazard scenario with buildout of the General Plan in 2031 concluded that, on a systemwide basis, roadways in the planning area would have adequate capacity for an evacuation; however, traffic volumes could surpass capacity at the approaches to certain highway interchanges. Evacuation times can be improved and evacuation capacity optimized with the implementation of technological and design strategies. Above all, ensuring that community members are prepared for emergency evacuation events and understand what to do is of critical importance.

Goal b. **Goal B: Provide effective emergency response to disasters and emergencies.**

Policy b.1. Use the adopted Local Hazard Mitigation Plan and Emergency Operations Plan to guide actions and investments for emergency preparedness and response.

Policy b.2. Maintain area-wide mutual aid agreements and communication links with partner agencies and other participating jurisdictions.

Policy b.3. Maintain and periodically update the Emergency Operations Plan to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human caused disasters that require the planned, coordinated response of multiple agencies or jurisdictions.

Policy b.4. Partner with Caltrans and neighboring jurisdictions on measures to protect critical evacuation routes such as Highway 1 and Highway 68 and to develop contingency plans for operations when these and other roads are inoperable due to flooding or wildfire.

Policy b.5. Coordinate with Caltrans to identify and implement measures to temporarily increase capacity at highway ramps during emergency evacuation events. Measures may include optimizing adaptive signal systems, placing traffic cones to accommodate a higher volume of evacuating vehicles, providing real-time traffic safety and guidance information via changeable message sign (CMS) boards, and other strategies.

Policy b.6. Install clear and comprehensive signage and wayfinding to facilitate smoother traffic flow and direct residents and visitors effectively to evacuation routes.

Policy b.7. Study the feasibility of deploying dynamic message signs, roadway sensors, and other Intelligent Transportation Systems (ITS) tools to disseminate real-time traffic conditions, alternative routes, and delays to drivers, enhancing situational awareness and decision-making.

Policy b.8. Ensure road surfaces on City-designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations.

Policy b.9. Require new residential subdivisions to have at least two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout.

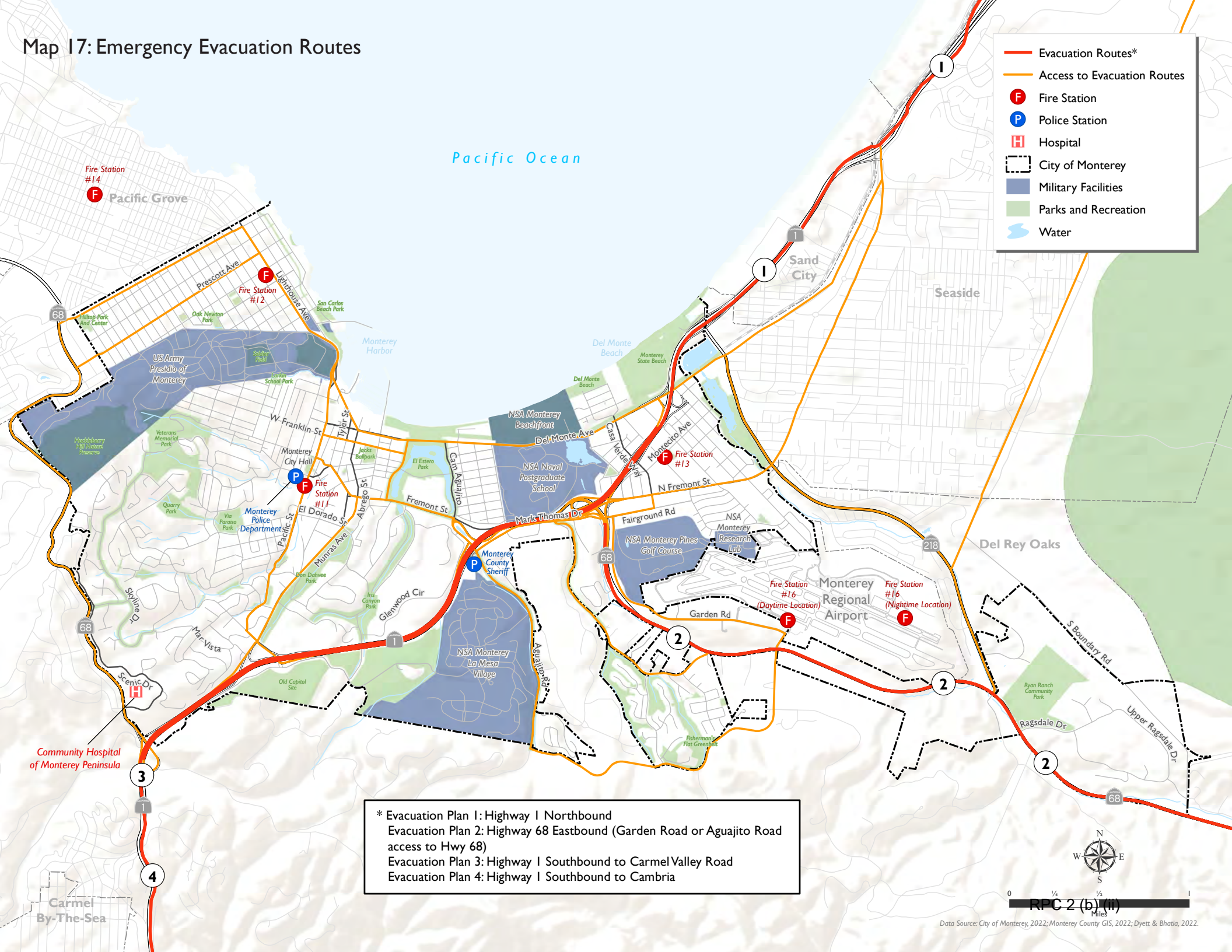
Policy b.10. Explore secondary means of ingress and egress in areas with existing evacuation constraints, as shown in Map 18, Evacuation Constrained Residential Parcels.

Policy b.11. Provide information on and build community awareness of major evacuation routes and notification systems used for emergency alerts to residents and businesses in Monterey.

Policy b.12. Use the countywide alert and early warning system to notify residents by phone, text, or email of extreme weather conditions and/or the need to evacuate in the event of emergency. The system should also be used to broadcast the location of evacuation centers, particularly for residents of vulnerable areas and neighborhoods with constrained emergency access.

Policy b.13. Develop an evacuation assistance program, in coordination with Monterey-Salinas Transit/ADA paratransit (RIDES) to help those with limited mobility or lack of access to a vehicle evacuate safely.

Map 17: Emergency Evacuation Routes



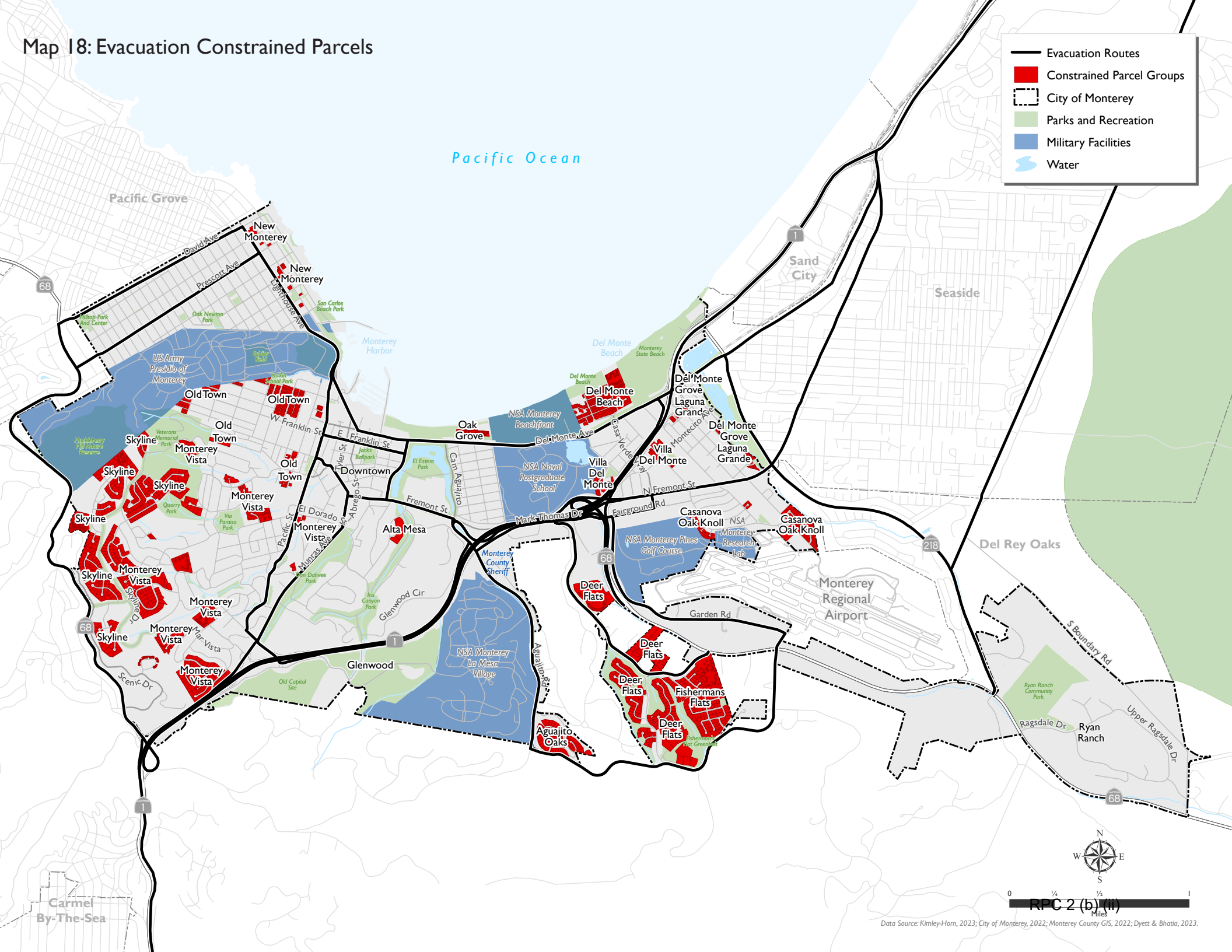
* Evacuation Plan 1: Highway 1 Northbound
Evacuation Plan 2: Highway 68 Eastbound (Garden Road or Aguajito Road access to Hwy 68)
Evacuation Plan 3: Highway 1 Southbound to Carmel Valley Road
Evacuation Plan 4: Highway 1 Southbound to Cambria

N W E S

0 ¼ ½ 1 Miles

Data Source: City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

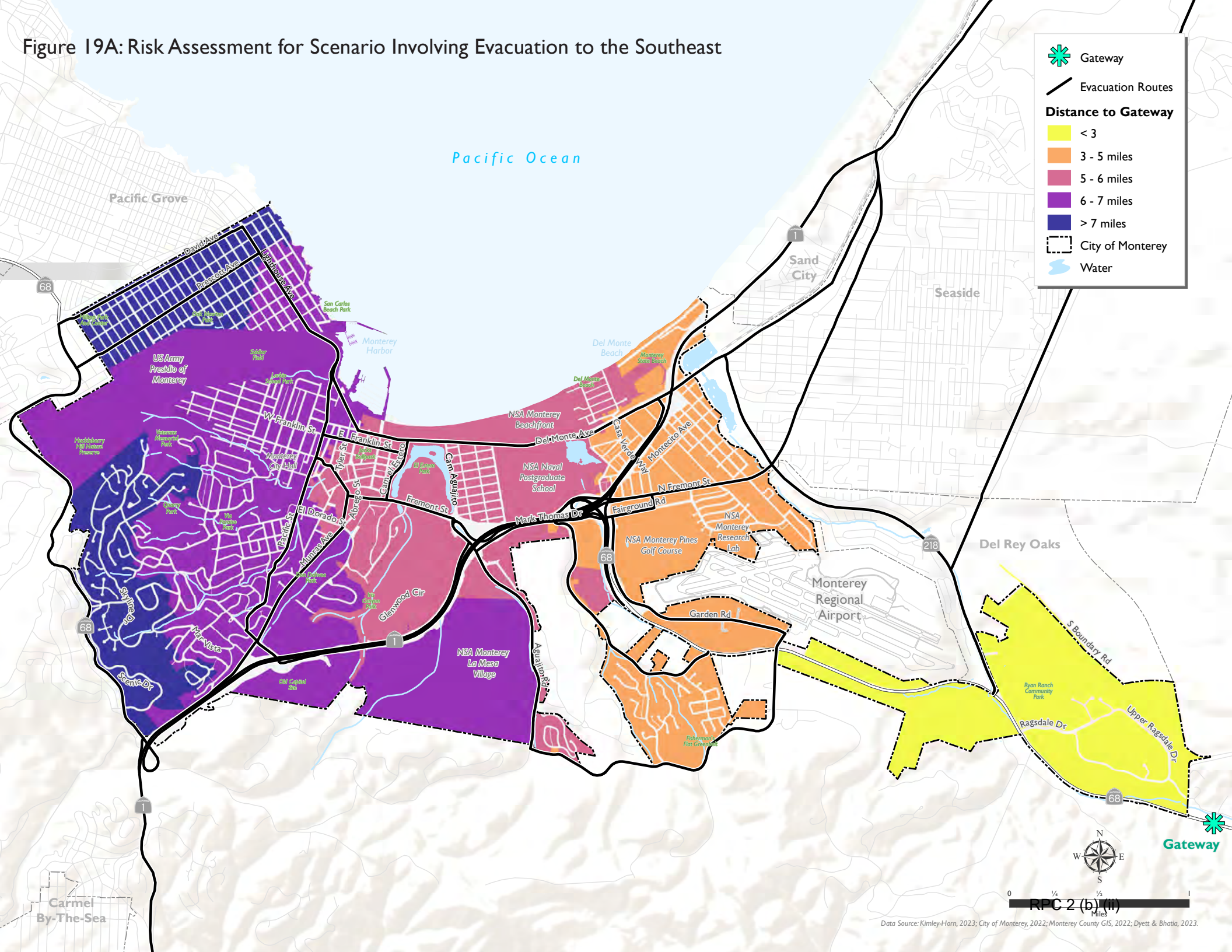
Map 18: Evacuation Constrained Parcels



RPC 2 (b)(ii)

Data Source: Kimley-Horn, 2023; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

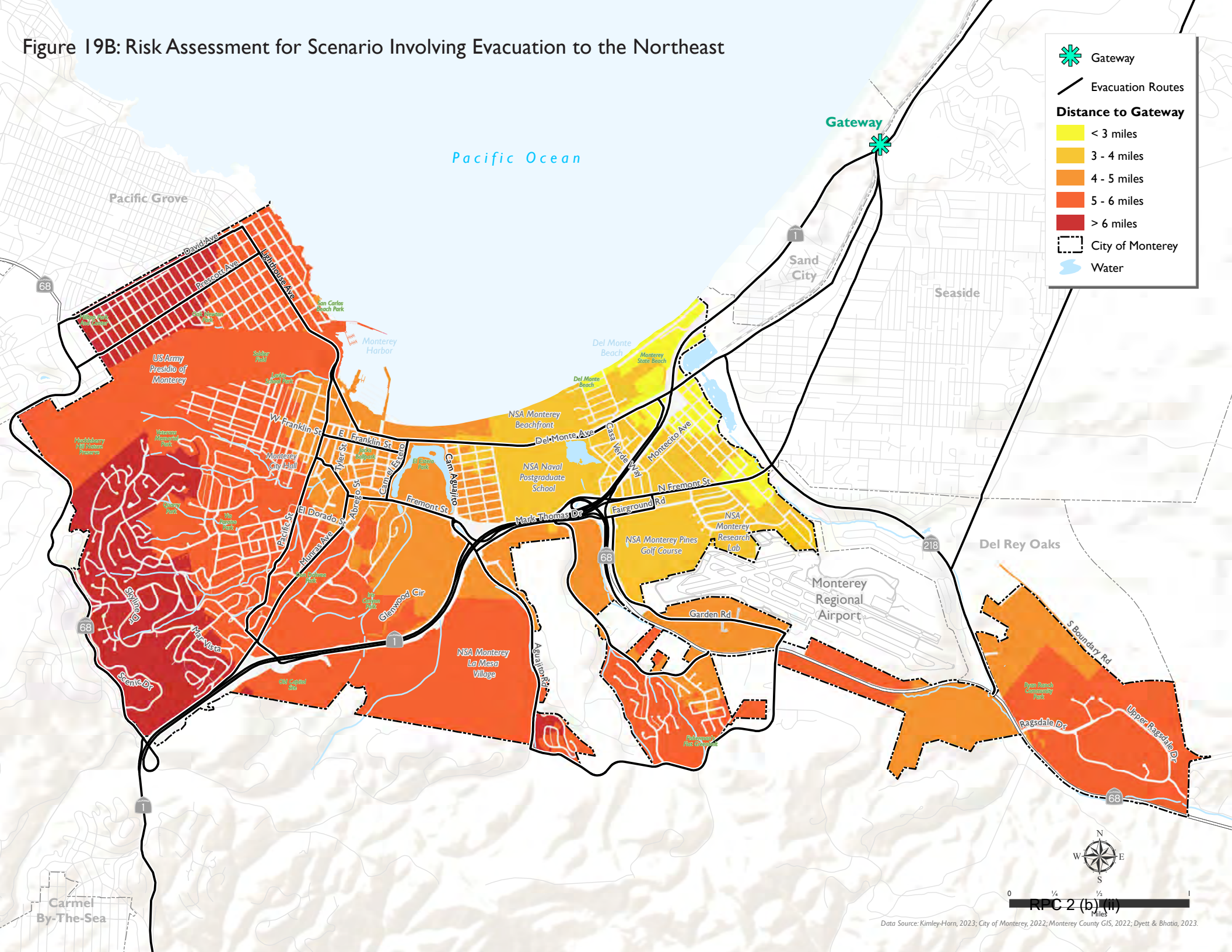
Figure 19A: Risk Assessment for Scenario Involving Evacuation to the Southeast



RPC 2 (b) (ii)

Data Source: Kimley-Horn, 2023; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

Figure 19B: Risk Assessment for Scenario Involving Evacuation to the Northeast



Data Source: Kimley-Horn, 2023; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

RPC 2 (b) (ii)

Community Resilience to Hazards and Climate Change

Climate change refers to long-term shifts in weather patterns, including temperature and precipitation. Over the course of the Earth's history, climate shifts have occurred naturally, but since the 1800s, human activities have been the main driver of climate change, primarily due to burning fossil fuels like coal, oil, and gas. Burning fossil fuels generates greenhouse gas (GHG) emissions that act like a blanket wrapped around the Earth, trapping the sun's heat and raising temperatures. As climate change progresses, it will continue to increase the frequency and severity of flooding, droughts, wildfires, and extreme heat events, that will both individually and collectively have increasing impacts on vulnerable populations, critical services, and infrastructure in Monterey. While comprehensive, coordinated actions to reduce GHG emissions can help mitigate the extent of these impacts over the long term, additional actions must be taken to address the people, places, and infrastructure most at risk and to leverage other opportunities to effectively build community resilience to natural hazards and the effects of climate change.

The City's Climate Action Plan incorporates strategies to reduce GHG emissions, including strategies to bolster energy efficiency, reduce tailpipe emissions, and increase reliance on renewable energy sources. The local annex of the MJHMP identifies a prioritized list of actions to mitigate climate risks, based on an assessment of climate vulnerabilities that describes local hazards, their extent, magnitude/severity, previous occurrences, and the likelihood of future occurrences. Safety Element policies focus on additional long-term actions to strengthen the resilience of community infrastructure to natural hazards and the effects of climate change, while at the same time identifying a robust framework of actions to increase public awareness and build community response capacity.

Goal c. **Build community resilience to natural disasters and the effects of climate change**

Resilient Infrastructure

Policy c.1. Consider climate impacts, risk, and uncertainty in designing and evaluating capital improvement projects and adjust infrastructure design standards and project locations to address asset- and site-specific vulnerabilities.

Policy c.2. Explore opportunities to increase the resiliency of City-owned facilities and infrastructure to severe weather events and support homeowners and business owners in increasing the resilience of their buildings and properties, through retrofits, weatherization, managed retreat, and other improvements.

Policy c.3. Locate new critical facilities, such as hospitals and health care facilities, emergency shelters, fire stations, police stations, emergency command centers, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards.

Policy c.4. Continue to plan for the continuity of operations for critical facilities following a disaster to help prevent interruption of emergency response related to life, property,

and environment preservation. Evaluate options for ensuring emergency power at critical facilities, including microgrids, solar capture and storage, distributed energy, and backup generators. Consider the ability to reduce utility costs and carbon emissions in the assessment.

Policy c.5. Partner with utility providers, regional agencies, and neighboring jurisdictions to assess the vulnerability of energy infrastructure and identify improvements that increase resilience of local energy infrastructure.

Policy c.6. Require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout the city, prioritizing high voltage transmission lines and areas within Very High Fire Hazard Severity Zones.

Community Preparedness

Policy c.7. Promote community awareness and understanding of threat hazards, disaster response, and steps that can be taken to reduce personal risk by:

- Disseminating information in multiple languages and formats to reach all segments of the community;
- Providing emergency preparedness and emergency alert information through social media, traditional media, community fairs, and direct information to neighborhood associations, residents, service clubs, and other organizations; and
- Conducting educational seminars or evacuation practice events to enhance preparedness and response.

Policy c.8. Train City staff in emergency preparedness and response by maintaining updated emergency plans, conducting regular emergency and disaster preparedness exercises, testing operational and emergency plans, and coordinating efforts with the County of Monterey's Emergency Management Department.

Policy c.9. Identify a network of resilience hubs, such as the library, community centers, and other City facilities throughout Monterey, to serve as central points for gathering, sharing information, and accessing resources in the event of a natural or human-made disaster. Resilience hubs should be situated away from areas at risk of hazard impacts to the extent possible, located in easily accessible locations, and equipped with backup power supplies.

Policy c.10. Create neighborhood-level resilience plans to improve initial emergency response, subsequent recovery, and ongoing self-sufficiency throughout the city.

Policy c.11. Expand the Community Emergency Response Training (CERT) program to address community and neighborhood preparedness for climate impacts. Pilot implementation of the updated program in areas with populations most vulnerable to climate impacts.

Policy c.12. Coordinate with Monterey-Salinas Transit to identify alternative routes and stops if normal route infrastructure is damaged or closed due to severe weather.

Public Safety Services

Responsive public safety services are integral to maintaining and strengthening quality of life in Monterey. Law enforcement and fire protection services rooted in community-based approaches help to ensure that neighborhoods remain safe, engaged, and ready to respond in the event of an emergency. It is critical that we make wise investments in public facilities and safety to provide for our community's existing and future needs.

Goal d. Provide responsive police and fire services that support a safe and secure environment for people and property.

Policy d.1. Provide responsive, efficient, and effective police services that promote a high level of public safety.

Policy d.2. Provide fire prevention and emergency response services that minimize fire risks and protect life and property, including fire prevention, fire-related law enforcement, and public education and information programs.

Policy d.3. Locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.

Policy d.4. Require that new development contribute funds to ensure the provision of adequate police and fire services.

Policy d.5. Explore and as appropriate incorporate new technologies and innovations that enhance the efficient, cost-effective delivery of public safety services.

Policy d.6. Maintain mutual aid agreements and communication links with the California Department of Forestry and Fire Prevention (CAL FIRE), the Monterey County Regional Fire District, and other fire protection agencies that allow for supplemental aid from other police and fire personnel in the event of emergencies.

Policy d.7. Work with the California-American Water Company (Cal-Am) and the Marina Coast Water District (MCWD) to ensure adequate water pressure for fire-fighting and require that water systems serving new development be designed to meet fire flow requirements.

Policy d.8. Promote fire safety and prevention programs citywide, particularly for high occupancy uses.

Policy d.9. Develop a fire and life safety building inspection program or other mechanism for auditing fire hazards in older buildings that may not meet current fire safety standards, particularly in the Downtown commercial core. Explore options for promoting the retrofit of older buildings with sprinkler systems.

Policy d.10. Monitor the pace and location of development in Monterey and coordinate the timing of fire station construction or expansion to the rise of service demand in surrounding areas.

Policy d.11. Continue to engage the Police and Fire Departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.

Policy d.12. Apply Crime Prevention through Environmental Design principles in the design of new development and encourage the provision of adequate public lighting and site lines into residential areas; windows overlooking streets or parking lots; and paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.

Policy d.13. Employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups.

DYETT & BHATIA
Urban and Regional Planners