

Appendix 9

Consistency with Land Use Policy

The following policies and programs from the *California Coastal Act* are considered to be relevant or potentially relevant to the proposed project.

Table 1		
Consistency with Relevant California Coastal Act Policies		
Policy Number	Policy	Consistency
30210	In carrying out the requirement of Section 4 of article X 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.	<i>Project consistent.</i> Public access to the coast would not be hindered or blocked by implementation of the proposed project. None of the proposed project components would block any access points to the coast. The proposed project would involve construction activities in the proximity to the existing recreational trail; however, detours for users of the recreational trail would be available during construction and the trail would remain available for use at any time.
30211	Development shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.	<i>Project consistent.</i> Public access to the coast would not be hindered or blocked by implementation of the proposed project. None of the proposed project components would block any access points to the coast.
30212(a)	Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) Adequate access exists nearby, or (3) Agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.	<i>Project consistent.</i> Public access to the shoreline would not be hindered or blocked by implementation of the proposed project. None of the proposed project components would block any access points to the coast.
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.	<i>Project consistent.</i> The proposed project would involve associated parking facilities and bus stops at various locations along the alignment.
30213	Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.	<i>Project consistent.</i> The proposed busway project would provide public transportation opportunities to access visitor and recreational facilities within the Coastal Zone of the project’s vicinity.
30223	Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.	<i>Project consistent.</i> The proposed busway project would provide public transportation opportunities to access visitor and recreational facilities within the Coastal Zone of the project’s vicinity.
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 wastewater discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water	<i>Project consistent.</i> The proposed project would not involve the construction of new structures in or adjacent to coastal waters. The proposed project would implement BMPs as well as additional mitigation measures to ensure the protection of biological productivity and water quality.

Table 1
Consistency with Relevant California Coastal Act Policies

Policy Number	Policy	Consistency
	reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alterations of natural streams.	
30233(a)	<p>The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:</p> <p>(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities; (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps; (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities; (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines; (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas; (6) Restoration purposes; or (7) Nature study, aquaculture, or similar resource dependent activities.</p>	<i>Project consistent.</i> The proposed project would not involve the construction of new structures in or adjacent to coastal waters. Consistent with this policy, the siting proposed project was determined to be the least environmentally damaging alternative as it is proposed within the existing TAMC ROW and existing roadways, avoiding impacts to more highly sensitive areas.
30233(c)	In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.	<i>Project consistent.</i> The proposed project would not involve the construction of new structures in or adjacent to coastal waters.
30233(d)	Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the	<i>Project consistent.</i> The proposed project does not include any construction within or adjacent to watercourses.

Table 1
Consistency with Relevant California Coastal Act Policies

Policy Number	Policy	Consistency
	method of placement, time of year of placement, and sensitivity of the placement area.	
30236	Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to: (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.	<i>Project consistent.</i> The proposed project does not include any construction within or adjacent to rivers or streams.
30240(a)	Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.	<p><i>Project consistent.</i> As discussed above in regard to Sections 30233(a) and (c), the proposed project does not involve any construction in or adjacent to coastal waters and wetland and riparian habitats.</p> <p>Concerning other environmentally sensitive habitats within the CCC jurisdiction, there are a number of special-status plants and animals that are known and have the potential to occur within the project site. The proposed project has been designed to avoid and reduce impacts to these species by locating the project within the existing TAMC ROW and existing roadways avoiding the more sensitive habitats adjacent to site. For federally listed species and critical habitat, the project will require compliance with Section 7 of the ESA to assure that these species and habitats will not be adversely affected. Additional measures may be required through the issuance of the Biological Opinion by USFWS.</p>
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 those areas, and shall be compatible with the continuance of those habitat and recreation areas.	<i>Project consistent.</i> See discussion above for Section 30240(a).
30241	The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban uses.	<i>Project consistent.</i> The proposed project would not result in conversion of prime agricultural land or conflicts between agricultural and urban uses. There is no agricultural land in the Coastal Zone under CCC jurisdiction.
30242	All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.	<i>Project consistent.</i> See discussion above for Section 30241.
30244	Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	<i>Project consistent.</i> An archaeological report prepared by Far Westernfound that the proposed project would not adversely impact archaeological or paleontological resources with appropriate precautionary mitigation.
30251	The scenic and visual qualities of coastal areas shall 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	<i>Project consistent.</i> None of the project components within the Coastal Zone under CCC jurisdiction would block or hinder views of the ocean and other scenic coastal areas. The 5 th Street Station would be designed according to local codes that would ensure visual

Table 1
Consistency with Relevant California Coastal Act Policies

Policy Number	Policy	Consistency
	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.	compatibility with the surrounding area and enhance visual quality in visually degraded areas.
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 nonautomobile 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 by (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 onsite recreational facilities to serve the new development.	<i>Project consistent.</i> Implementation of the proposed busway project would facilitate public transportation access to coastal areas.
30253	New development shall <u>do all of the following</u> : (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) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development; (4) Minimize energy consumption and vehicle miles traveled; or (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.	<i>Project consistent.</i> The proposed project has been designed to minimize risks to life and property in areas of high geologic and flood hazard. The proposed project is consistent with the requirements imposed by the MBARD and reduces vehicle miles traveled and energy consumption by providing an alternative transportation method. The proposed project provides access to the Monterey Peninsula and associated communities, which are popular destination areas. The proposed project protects these communities by reducing traffic congestion and associated air quality impacts.
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; provide, 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.	<i>Project consistent.</i> The proposed project is designed to provide efficient transit service to the Monterey Bay region, including existing development and uses consistent with the CCC. The proposed project would not result in increasing the capacity of Highway 1 in rural areas of the Coastal Zone.

The following policies and programs from the *City of Marina Local Coastal Plan* are considered to be relevant or potentially relevant to the proposed project.

Table 2		
Consistency with Relevant City of Marina Local Coastal Plan Policies		
Policy Number	Policy	Consistency
26	To regulate development in areas adjacent to recognized rare and endangered species or their habitats so that they will not threaten continuation of the species or its habitat.	<i>Project consistent.</i> The proposed project would be located within the existing TAMC ROW and existing roadways and is sited to avoid rare and endangered species and their habitats to the greatest extent feasible. In areas where there is the potential to impact sensitive species and habitats, mitigation measures would be implemented to reduce those impacts.
32	To minimize adverse environmental affects, by concentrating new development within or adjacent to areas of existing development in the coastal zone.	<i>Project consistent.</i> The project is proposed within the existing TAMC ROW and existing roadways adjacent to existing development.
33	To protect scenic and visual qualities of the coastal area including protection of natural landforms, views to and along the ocean, and restoration and enhancement of visually degraded areas.	<i>Project consistent.</i> The proposed project would not significantly impact the scenic and visual qualities of the coastal area. The project’s visual analysis concluded that the project would not result in blocking views of the coast or visually degrade the area.
35	To encourage continued and improved service by mass transit within the coastal zone.	<i>Project consistent.</i> Implementation of the proposed project would provide alternative public transportation to coastal areas.
36	To provide and promote the role of Marina as the physical and visual gateway to the Monterey Peninsula.	<i>Project consistent.</i> The proposed project would provide a busway to transport residents and visitors from the City of Marina to the Monterey Peninsula.
38	To regulate development in order to minimize the risks of life and property in the coastal zone.	<i>Project consistent.</i> The proposed project is not located in any hazardous areas within the Marina LCP Coastal Zone.
39	To encourage development which keeps energy consumption to the lowest level possible.	<i>Project consistent.</i> The proposed project reduces energy consumption by providing an alternative mode of transportation reducing burning of oil.
40	To accommodate public works facilities which are consistent with the environmental capability of the coastal area.	<i>Project consistent.</i> The proposed project is consistent with the environmental objectives of the Marina LCP.

The following policies and programs from the *City of Sand City Local Coastal Plan* are considered to be relevant or potentially relevant to the proposed project.

Table 4		
Consistency with Relevant City of Sand City Local Coastal Plan Policies		
Policy Number	Policy	Consistency
4.3.4	All developments shall be sited and designed to minimize risk from geologic, flood, or fire hazards.	<i>Project consistent.</i> Appropriate measures shall be applied to the proposed project in order to minimize potential hazard risks.
4.3.5	Require preparation of geologic and soils reports for all new developments located in the coastal zone.	<i>Project consistent.</i> A final geologic and soils report will be prepared for the final design of the proposed project.
4.3.9	Implement building setbacks from active or potentially active fault traces of at least 50 feet for all structures. Greater setbacks may be required where it is warranted by site-specific geologic conditions and as determined by the geologic report.	<i>Project consistent.</i> A final geologic and soils report will be prepared for the final design of the proposed project.
4.3.10	Require all new developments to be designed to withstand expected ground shaking during a major earthquake.	<i>Project consistent.</i> Appropriate measures shall be applied to the proposed project in order to minimize potential hazard risks.
4.3.12	Require drainage plans for developments proposed on coastal bluffs that would result in significant which could adversely affect unstable coastal bluffs or slopes.	<i>Project consistent.</i> The proposed project would include drainage improvements and would be required to minimize runoff through on-site retention. The proposed project is not located on coastal bluffs. The proposed project would not result in a significant amount of runoff in that area and would not adversely affect unstable coastal bluffs or slopes
4.3.13	Require all new developments to conform to minimum road design standards to ensure adequate fire projection access.	<i>Project consistent.</i> The project is a roadway facility and will be constructed to roadway standards. Adequate fire projection access shall be ensured and confirmed by fire protection service providers before final project approval.
4.3.14	Require minimal water flow rates and fire response times for all developments in the coastal zone.	<i>Project consistent.</i> Adequate fire projection access shall be ensured and confirmed by fire protection service providers before final project approval.
4.3.15	Designate general areas as sensitive habitats as shown on the Coastal Resources Map. Where development is proposed in these areas, require field surveys by qualified biologists or agencies in order to determine exact locations of environmentally sensitive habitat areas and to recommend mitigation measures to minimize habitat impacts. Standards for biological field surveys will be set forth by the City.	<i>Project consistent.</i> The proposed project's area of potential effect has been surveyed by a qualified biologist as a component of the proposed project's environmental review. Measures shall be applied to the proposed project that would limit its potential impact on biological resources.
4.3.17	Protect environmentally sensitive habitat areas by developing and implementing standards for development (including vegetation removal, excavation, grading, filling and the construction of roads and structures).	<i>Project consistent.</i> The proposed project's area of potential effect has been surveyed by a qualified biologist as a component of the proposed project's environmental review. Measures shall be applied to the proposed project that would limit its potential impact on biological resources.
4.3.18	Plans for protection of environmentally sensitive habitat shall be subject to City standards.	<i>Project consistent.</i> The proposed project's area of potential effect has been surveyed by a qualified biologist as a component of the proposed project's environmental review. Measures shall be applied to the proposed project that would limit its potential impact on biological resources.
4.3.19	Require implementation of dune stabilization and/or restoration Programs as part of new developments west of Highway 1, in areas shown on Figure 7.	<i>Project consistent.</i> The portion of the proposed alignment is located west of Highway 1 adjacent to areas identified where dune restoration and stabilization plans area required. Measures, including erosion control and restoration, shall be applied to the proposed project that would reduce any potential impacts to adjacent dunes.

**Table 4
Consistency with Relevant City of Sand City Local Coastal Plan Policies**

Policy Number	Policy	Consistency
4.3.21	Enhance coastal plant communities by requiring new developments to utilize appropriate native plants in landscaping plans that are compatible with existing native species. Prohibit the use of invasive plants in landscaping schemes.	<i>Project consistent.</i> Native and/or non-invasive plants would be used for the landscaping plan of the proposed project.
4.4.30	Require protection, evaluation, and/or removal under supervision by a qualified archaeologist and consultation with a qualified Native American representative, archaeological resources that may be found during the construction process.	<i>Project consistent.</i> An archaeological study was prepared for the proposed project and includes mitigation measures to implement if any resources are found during construction.
5.3.1	Views of Sand City’s coastal zone, Monterey Bay and Monterey Peninsula shall be protected through regulation of siting, design, and landscaping of all new development in the coastal zone, adjacent to Highway One (on both the east and the west) in order to minimize the loss of visual resources.	<i>Project consistent.</i> The proposed project would not impact views of the Sand City Coastal Zone, Monterey Bay, or Monterey Peninsula. The proposed project would be sited, designed, and landscaped in compliance with LCP policies and would not block any views or view corridors.
5.3.2	Views of Sand City’s coastal zone, Monterey Bay and Monterey Peninsula shall be protected through provision of view corridors, vista points, development height limits, and dune restoration areas.	<i>Project consistent.</i> The proposed project would not impact views of the Sand City Coastal Zone, Monterey Bay, or Monterey Peninsula. The proposed project would be sited, designed, and landscaped in compliance with LCP policies and would not block any views or view corridors.
5.3.5	Require all future developments to obtain a design permit, in order to assure conformance with the City’s design standards, and design compatibility with surrounding development. All design permits shall be reviewed by the City’s Design Committee.	<i>Project consistent.</i> The project is a transportation facility to be constructed to roadway standards and does not include structures. .
5.3.6	Encourage restoration or enhancement, where feasible, of visually degraded areas. Require landscaping to screen industrial uses as a part of major planned improvements.	<i>Project consistent.</i> The proposed project is located in the existing TAMC ROW and existing roadways, which contains some visually degraded areas as a result of track abandonment, non-native vegetative growth, and debris from surrounding land uses. Construction of the busway would result in improvements to the visual character of the area.
5.3.9	New development should to the extent feasible, soften the visual appearance of major buildings and parking area from view of Highway One.	<i>Project consistent.</i> The final design and landscaping of the proposed project shall be provided for review and comment to the City.
6.4.3.a.	Transportation Corridor: Allow for and encourage continuation of rail service. If rail service should ever be discontinued, allow another form of transportation access.	<i>Project consistent.</i> The rail service has been discontinued in the area, and the project proposes another form of transportation. The project does not preclude rail service in the future,
6.4.16	Require that landscaping in new developments and public open space areas maximize use of low water requirement/drought resistant species.	<i>Project consistent.</i> The landscaping for the proposed project would consist of non-invasive and native drought-resistant species.
6.4.22	Require that all new development provide for adequate access road for access to all structures and on-site fire hydrants capable of supplying required fire flow.	<i>Project consistent.</i> Relevant public service providers within the vicinity of the proposed project would be contacted prior to construction. The project design, including emergency access roads and on-site fire hydrants, would be provided for review and comment to the City.
6.4.23	Development with the coastal zone shall insure public safety by providing for: adequate ingress and egress for emergency vehicles, adequate street lighting, and specific requirements of the Sand City Police Department.	<i>Project consistent.</i> Relevant public service providers within the vicinity of the proposed project would be contacted prior to construction. The project design, including emergency access roads and lighting, would be provided for review and comment to the City.
6.4.28	Support continuation of Southern Pacific’s railroad service through Sand City. If rail service should ever be discontinued allow another form of transportation access with the transportation corridor.	<i>Project consistent.</i> The rail service has been discontinued in the area, and the project proposes another form of transportation.

The following policies and programs from the *Monterey County General Plan* are considered to be relevant or potentially relevant to the proposed project.

**Table 1
Consistency with Relevant Monterey County General Plan Policies**

Policy Number	Policy	Consistency
Soils		
3.1.1 (MoCoGP)	Erosion control procedures shall be established and enforced for all private and public construction and grading projects.	<i>Project consistent.</i> Erosion control procedures would be implemented as part of the proposed project as defined in the project’s erosion control plan consistent with the requirements of this policy.
3.2.2 (MoCoGP)	Lands having a prevailing slope above 30% shall require adequate special erosion control and construction techniques.	<i>Project consistent.</i> The proposed busway alignment will not occur on areas with slopes exceeding 30% slope.
Water Resources		
5.1.1 (MoCoGP)	Vegetation and soil shall be managed to protect critical watershed areas.	<i>Project consistent.</i> Vegetation and soil will be managed to ensure protection of watershed areas during construction phases of the project through implementation of erosion control measures and revegetation of disturbed areas.
5.1.2 (MoCoGP)	Land use and development shall be accomplished in a manner to minimize runoff and maintain groundwater recharge in vital water resource areas.	<i>Project consistent.</i> Stormwater control measures will be implemented as outlined in the project’s stormwater pollution prevention plan.
Vegetation and Wildlife Habitat		
7.1.1 (MoCoGP)	Development shall be carefully planned in, or adjacent to, areas containing limited or threatened plant communities, and shall provide for the conservation and maintenance of the plant communities.	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways, which contain developed and disturbed habitat along the majority of the alignment. Where sensitive biological resources exist within the limits of construction, the proposed project would avoid or reduce impacts through implementation of the mitigation measures outlined in the Biological Resources Report.
7.2.2 (MoCoGP)	Native and native compatible species, especially drought resistant species, shall be utilized to the extent possible in fulfilling landscaping requirements imposed as conditions of discretionary permits.	<i>Project consistent.</i> The planting palette in the landscape plan will consist of non-invasive and drought resistant species.
9.1.1 (MoCoGP)	Development shall be carefully planned in areas known to have particular value for wildlife and, where allowed, shall be located so that the reasonable value of the habitat for wildlife is maintained.	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways, which contain developed and disturbed habitat along the majority of the alignment. Where sensitive biological resources exist within the limits of construction, the proposed project would avoid or reduce impacts through implementation of the mitigation measures outlined in the Biological Resources Report.
9.1.2 (MoCoGP)	Development shall be carefully planned in areas having high value for fish and wildlife reproduction.	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways, which contain developed and disturbed habitat along the majority of the alignment. Where sensitive biological resources exist within the limits of construction, the proposed project would avoid or reduce impacts through implementation of the mitigation measures outlined in the Biological Resources Report.
Environmentally Sensitive Areas		
11.1.1 (MoCoGP)	The California Native Plant Society shall be consulted, and appropriate measures shall be taken to protect rare and endangered plant species and their habitats.	<i>Project consistent.</i> The CNPS literature and references have been reviewed and CNPS will be notified of the availability of the CEQA documentation and Biological Resources Report. Appropriate mitigation measures have been identified in the Biological Resources Report.
11.1.2 (MoCoGP)	The California Department of Fish and Game shall be consulted, and appropriate measures shall be taken to protect Areas of Special Biological Importance.	<i>Project consistent.</i> The CDFW literature and references have been reviewed and CDFW will be notified of the availability of the CEQA documentation and Biological Resources Report. Appropriate mitigation measures have been identified in the Biological Resources Report.

**Table 1
Consistency with Relevant Monterey County General Plan Policies**

Policy Number	Policy	Consistency
11.1.5 (MoCoGP)	The County shall support efforts to obtain and preserve natural areas of particular biologic, scientific, or educational interest and restrict incompatible uses from encroaching upon them.	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways, which contain developed and disturbed habitat along the majority of the alignment. Where sensitive biological resources exist within the limits of construction, the proposed project would avoid or reduce impacts through implementation of the mitigation measures outlined in the Biological Resources Report.
Archaeological Resources		
12.1.3 (MoCoGP)	All proposed development, including land divisions, within high sensitivity zones shall require an archaeological field inspection prior to project approval.	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways. An Archaeological Reconnaissance Report involving field inspection was prepared for the project. Recommendations and mitigation strategies have been incorporated into the project.
12.1.4 (MoCoGP)	All major projects (i.e., 2.5 acres or more) that are proposed for moderate sensitivity zones, including land divisions, shall require an archaeological field inspection prior to project approval.	<i>Project consistent.</i> See response above.
12.1.6 (MoCoGP)	Where development could adversely affect archaeological resources, reasonable mitigation procedures shall be required prior to project approval.	<i>Project consistent.</i> See response above.
12.1.7 (MoCoGP)	All available measures, including purchase of archaeological easements, dedication to the County, tax relief, purchase of development rights, consideration of reasonable project alternatives, etc., shall be explored to avoid development on sensitive archaeological sites.	<i>Project consistent.</i> See response above.
Seismic and Other Geologic Hazards		
15.1.3 (MoCoGP)	All new development and land divisions in designated high hazard zones shall provide a preliminary seismic and geologic hazard report which addresses the potential for surface ruptures, ground shaking, liquefaction, and landsliding before the application is considered complete. This report shall be completed by a registered geologist and conform to the standards of a preliminary report adopted by the County.	<i>Project consistent.</i> A project-specific geological/geotechnical report will be prepared by a register geologist.
15.1.6 (MoCoGP)	Prior to the construction of a new public facility or critical structure within a high hazard zone, the County shall require a full geological investigation by a registered geologist.	<i>Project consistent.</i> See response above.
15.1.7 (MoCoGP)	Prior to the issuance of a building or grading permit, the County shall require liquefaction investigations for proposed critical use structures and multi-family dwellings over four units when located in areas of moderate or high hazard for liquefaction or subject to the following conditions: - location in primary floodways; and - groundwater levels less than 20 feet, as measured in spring and fall.	<i>Project consistent.</i> See response above.
15.1.8 (MoCoGP)	The County should require a soils report on all building permits and grading permits within areas of known slope instability or where significant potential hazard has been identified.	<i>Project consistent.</i> See response above.
15.1.10 (MoCoGP)	All structures and private utility lines shall be designed and constructed to conform to the standards of the latest adopted Uniform Building Code.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.

**Table 1
Consistency with Relevant Monterey County General Plan Policies**

Policy Number	Policy	Consistency
15.1.11 (MoCoGP)	For high hazard areas, the County should condition development permits based on the recommendations of a detailed geological investigation and soils report.	<i>Project consistent.</i> The final design of the proposed project would incorporate the recommendations of a detailed geological and soils report.
15.1.12 (MoCoGP)	The County shall require grading permits to have an approved site plan which minimizes grading and conforms to the recommendations of a detailed soils or geology investigation where required.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
15.1.15 (MoCoGP)	Side castings from the grading of roads and building pads shall be removed from the site unless they can be distributed on the site so as not to change the natural landform. An exception to this policy will be made for those cases where changes in the natural landform are required as a condition of development approval.	<i>Project consistent.</i> See response above.
Flood Hazards		
16.2.3 (MoCoGP)	All new development for which a discretionary permit is required, including filling, grading, and construction, shall be prohibited within 200 feet of the riverbank or within the 100-year floodway except as permitted by ordinance. No new development, including structural flood control projects, shall be allowed within the riparian corridor. However, improvements to existing dikes and levees shall be allowed if riparian vegetation damage can be minimized and at least an equivalent amount and quality of replacement is planted. In addition, exceptions may be made for carefully sited recreational trails.	<i>Project consistent.</i> The proposed project is not within the 100-year floodplain, nor within 200 feet of a riverbank.
16.2.4 (MoCoGP)	All new development, including filling, grading, and construction, within designated 100-year floodplain areas shall conform to the guidelines of the National Flood Insurance Program and policies established by the County Board of Supervisors, with the advice of the Monterey County Flood Control and Water Conservation District.	<i>Project consistent.</i> The proposed project is not within the 100-year floodplain, nor within 200 feet of a riverbank.
16.2.5 (MoCoGP)	All new development, including filling, grading, and construction, proposed within designated floodplains shall require submission of a written assessment prepared by a qualified hydrologist/engineer on whether the development will significantly contribute to the existing flood hazard. Development shall be conditioned on receiving approval of this assessment by the County Flood Control and Water Conservation District.	<i>Project consistent.</i> The proposed project is not within the 100-year floodplain, nor within 200 feet of a riverbank.
16.2.6 (MoCoGP)	Development of new, or expansion of existing, flood control measures to protect individual properties should be permitted only within the framework of an approved management plan and program. With the exception of appropriate emergency measures and until such time that a management plan and program are completed, piecemeal solutions such as alleviating the flood hazard for individual properties shall be permitted only when new studies determine that the existing protective measures are not adequate to provide the level of protection deemed necessary on the basis of the most recent information available. Such individual solutions will be permitted subject to	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable.

**Table 1
Consistency with Relevant Monterey County General Plan Policies**

Policy Number	Policy	Consistency
	approval by the Monterey County Flood Control and Water Conservation District and also upon obtaining all other necessary permits.	
16.2.8 (MoCoGP)	New development in areas adjacent to coastal beaches should be allowed only if a geologic report determines that wave action, storm swell, or other potential dangers are not a hazard to the proposed development. Such determination shall be made by a qualified geologist and shall include a review of the County's geotechnical report.	<i>Project consistent.</i> The final design of the proposed project would incorporate the recommendations of a detailed geological and soils report. However, the project is not immediately adjacent to beach areas or influenced by ocean waters or coastal hazards.
16.2.9 (MoCoGP)	The County should condition all modifications to living riparian vegetation to be in conformance with an overall approved river management plan. Where no such plan exists, modification may only take place when in accord with an approved landscape plan prepared by a licensed landscape architect or other qualified professional.	<i>Project consistent.</i> There is no riparian area within the limits of construction.
Fire Hazards		
17.3.3 (MoCoGP)	The County shall encourage all new development to be located within the response time of 15 minutes from the fire station responsible for serving the parcel. If this is not possible, on-site fire protection systems (such as fire breaks, fire-retardant building materials, and/or water storage tanks) approved by the fire jurisdiction must be installed or development may only take place at the lowest density allowed for the parcel by the General Plan.	<i>Project consistent.</i> The proposed 5 th Street Station site is within 15 minutes from local fire stations. The project is a roadway facility with no structures. .
17.3.4 (MoCoGP)	The County shall require all new development to have adequate water available for fire suppression. Water availability can be provided from a conventional water system; from an approved alternative water system if within 300 feet of a habitable structure; by the firefighting equipment of the fire district within which the property is located; or by an individual water storage facility—water tank, swimming pool, etc.--on the property itself. The fire and planning departments shall determine the adequacy and location of individual water storage to be provided.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable.
17.3.6 (MoCoGP)	All new development located within a 15-minute response time from a fire station shall be required to annex to the appropriate fire district.	<i>Project consistent.</i> All components of the proposed project are located within a 15-minute response time from local fire stations.
17.3.12 (MoCoGP)	New and reconstructed bridges on tertiary and lesser roads shall be the width of the existing roadbed and berms, but in any event no less than 12 feet wide. Bridge width on all roads exceeding tertiary standards shall be not less than the width of two lanes with berms. All bridges shall be designed for HS 15-44 loading (Standard Specification for Highway Bridges) and have guard rails.	<i>Project consistent.</i> The final design of the proposed project would comply with the requirements of this policy to the extent that it is applicable.
17.4.2 (MoCoGP)	Every building, structure and/or development shall be constructed to meet, at minimum, the requirements specified in Volume I of the current edition of the Uniform Building Code, Fire Hazards Policy 17.3.5, and Table 2 of this general plan. The chief of the fire agency having jurisdiction may recommend to the appropriate decision-making authority a variation of the general plan fire hazard policies and Table 2 (but not U.B.C. standards) for such development where, in his opinion, the fire safety of the County and	<i>Project consistent.</i> The proposed project would be constructed to comply with the referenced code.

**Table 1
Consistency with Relevant Monterey County General Plan Policies**

Policy Number	Policy	Consistency
	adjoining and nearby properties and improvements is not materially impaired by such variation.	
Air Quality		
20.1.2 (MoCoGP)	The County should encourage the use of mass transit, bicycles, and pedestrian modes of transportation as an alternative to automobiles in its land use plans.	<i>Project consistent.</i> The proposed project consists of designated busway, an alternative to personal automobiles.
20.2.4 (MoCoGP)	The County should operate in accordance with current regional, state, and federal air quality standards.	<i>Project consistent.</i> The proposed project would operate in accordance with current regional, state, and federal air quality standards, as described in the Air Quality analysis.
20.2.5 (MoCoGP)	The County shall encourage the use of the best available control technology as defined in the most current Monterey Bay Unified Air Pollution Control District rules and regulations in reducing air pollution emissions.	<i>Project consistent.</i> The proposed project would implement the best available technology to reduce air pollution emissions.
Noise		
22.2.1 (MoCoGP)	The County shall require new development to conform to the noise parameters established by Table 6, Land Use Compatibility for Exterior Community Noise Environments.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
22.2.3 (MoCoGP)	The County shall require environmental review of all proposed new development, expansion of industrial facilities, and quarry excavation and processing activities which may increase the noise level in surrounding areas or generate noise levels greater than those specified in Table 6.	<i>Project consistent.</i> The proposed project would be subject to environmental review consistent with the requirements of this policy.
22.2.4 (MoCoGP)	The County shall specify working hours as part of the use permit for industries where on- and off-site noise is a concern to adjacent land uses.	<i>Project consistent.</i> The proposed project does not require a use permit and, in the County, is not located in an area where noise is a concern.
22.2.5 (MoCoGP)	The County, in accordance with Table 6, should require ambient sound levels to be less at night (10 p.m. to 7 a.m.) than during the day.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
Area Development		
26.1.10 (MoCoGP)	The County shall prohibit development on slopes greater than 30%. It is the general policy of the County to require dedication of scenic easement on a slope of 30% or greater. Upon application, an exception to allow development on slopes of 30% or greater may be granted at a noticed public hearing by the approving authority for discretionary permits or by the Planning Commission for building and grading permits. The exception may be granted if one or both of the following findings are made, based upon substantial evidence: A) there is no alternative which would allow development to occur on slopes of less than 30%; or, B) the proposed development better achieves the resource protection objectives and policies contained in the Monterey County General Plan, accompanying Area Plans and Land Use Plans, and all applicable master plans.	<i>Project consistent.</i> Project development shall not occur on slopes exceeding 30%.
26.1.16 (MoCoGP)	Accessibility needs of the handicapped shall be incorporated into all development proposals.	<i>Project consistent.</i> The proposed project will be constructed in order to incorporate handicapped access in compliance with the Americans with Disabilities Act of 1990.

**Table 1
Consistency with Relevant Monterey County General Plan Policies**

Policy Number	Policy	Consistency
26.1.20 (MoCoGP)	All exterior lighting shall be unobtrusive and constructed or located so that only the intended area is illuminated, long range visibility is reduced, and offsite glare is fully controlled.	<i>Project consistent.</i> The project requires minimal lighting, limited to station, platforms and areas where the bus lanes and trails interface. Lighting plans will be developed for the project as a condition, and designed to be unobtrusive and constructed so as to minimize off-site glare.
Transportation		
37.2.1 (MoCoGP)	Transportation demands of proposed development shall not exceed an acceptable level of service for existing transportation facilities, unless appropriate increases in capacities are provided for.	<i>Project consistent.</i> The proposed project would reduce congestion and help improve existing level of service levels.
37.2.3 (MoCoGP)	Operation and construction of existing and proposed public transportation facilities shall be protected from encroachment by incompatible land uses.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
37.4.2 (MoCoGP)	The County shall encourage the provision, where feasible, of bicycle and automobile storage facilities to be used in conjunction with public transportation.	<i>Project consistent.</i> The proposed project includes bicycle and park-and-ride facilities at the 5 th Street Station; these facilities will be used in conjunction with the proposed project.
37.5.2 (MoCoGP)	Public facilities shall be located and designed to allow for convenient access and efficient transport of all intended users.	<i>Project consistent.</i> The proposed project is located in designated areas to provide convenient access of County residents to public transportation.
38.1.1 (MoCoGP)	The County shall support the implementation of measures for reducing air pollution from transportation sources.	<i>Project consistent.</i> The proposed project would reduce air quality pollution associated with vehicular traffic by providing an alternative to personal automotive travel.
38.1.4 (MoCoGP)	The County shall encourage transportation alternatives such as bicycles, carpools, transit, and compact vehicles.	<i>Project consistent.</i> The proposed project would provide bus services to residents within the Greater Monterey Peninsula Area.
Scenic Highways		
40.2.1 (MoCoGP)	Additional sensitive treatment provisions shall be employed within the scenic corridor, including placement of utilities underground, where feasible; architectural and landscape controls; outdoor advertising restrictions; encouragement of area native plants, especially on public lands and dedicated open spaces; and cooperative landscape programs with adjoining public and private open space lands.	<i>Project consistent.</i> The proposed project includes measures designed to limit potential impacts upon visual resources through project-level design and landscaping controls.
40.3.2 (MoCoGP)	The County shall promote special scenic treatment and design within the right-of-way, to include highway directional signs, guardrails and fences, lighting and illumination, provision of scenic outlooks, road lanes, frontage roads, vegetation, grading, and highway structures.	<i>Project consistent.</i> The proposed project respects the visual sensitivity of the area, requires minimal signage, does not impact scenic vistas, and includes measures designed to limit potential impacts upon visual resources through project-level design and landscaping controls.
Public Transit Services		
41.1.4 (MoCoGP)	Transit or para-transit services using public funds shall be required to coordinate service with other transit or para-transit operators, for both intra and inter-county transit, to the maximum degree feasible.	<i>Project consistent.</i> The proposed project would improve public transportation in the project's vicinity and shall be designed with consideration of other public transportation alternatives.
Railroad Transportation		
43.1.2 (MoCoGP)	The County shall encourage passenger rail service to urban centers, where feasible.	<i>Project consistent.</i> The proposed project would promote bus service between urban centers in the project's vicinity. Future passenger rail service is not precluded by the project.
Bicycle Transportation		
45.2.2 (MoCoGP)	Multi-modal transfer facilities, such as park-and-ride lots, should provide adequate and secure bicycle parking facilities.	<i>Project consistent.</i> Bicycle parking facilities would be provided at the proposed project's station.

The following policies and programs from the *Greater Monterey Peninsula Area Plan* are considered to be relevant or potentially relevant to the proposed project.

Table 2		
Consistency with Relevant Greater Monterey Peninsula Area Plan Policies		
Policy Number	Policy	Consistency
Open Space Conservation		
1.1.3 (GMP)	The County shall take comprehensive measures to ensure protection of sensitive and highly sensitive scenic areas as shown on the Greater Monterey Peninsula Visual Sensitivity Map. Implementing policies are located in the transportation section of this plan.	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways. Project construction and subsequent operation would not impact highly sensitive scenic areas.
Geology, Minerals, and Soils		
3.1.1.1 (GMP)	Erosion control procedures shall be established and enforced for all private and public land clearing projects.	<i>Project consistent.</i> The proposed project would comply with all applicable erosion control features as part of project construction and operation.
Vegetation and Wildlife Habitats		
7.1.5 (GMP)	In recognition of their function as important habitat for many wildlife species and their substantial contribution to scenic resources within the Planning Area, coastal and interior wetlands should be retained as open space through conservation easements or, where necessary, fee acquisition.	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways, which contain developed and disturbed habitat along the majority of the alignment. Where sensitive biological resources exist within the limits of construction, the proposed project would avoid or reduce impacts through implementation of the mitigation measures outlined in the Biological Resources Report.
7.2.3 (GMP)	Plant materials shall be used to integrate the manmade and natural environments, to screen or soften the visual impact of new development, and to provide diversity in developed areas.	<i>Project consistent.</i> See response above.
Environmentally Sensitive Areas		
11.1.6 (GMP)	Environmentally sensitive areas as shown on the Greater Monterey Peninsula Environmentally Sensitive Areas Map should be preserved as open space. When an entire parcel cannot be developed because of this policy a low intensity, clustered development may be approved. However, the development should be located on those portions of the land least biologically significant.	<i>Project consistent.</i> See response above.
Archaeological Resources		
12.1.4.1 (GMP)	The Greater Monterey Peninsula Archaeological/ Historical Sites Map shall be used in interpreting General Plan policies which address the requirement for field inspections in moderate and high archaeological sensitivity zones.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
Seismic and Other Geologic Hazards		
15.1.1.1 (GMP)	The Greater Monterey Peninsula Seismic Hazards Map and Landslide and Erosion Susceptibility Map shall be used to delineate high hazard areas addressed by the countywide General Plan and this area plan. Hazard categories IV, V, and VI from these maps shall be considered to be "high hazard" areas for the purpose of applying General Plan and/or area plan policies in the Greater Monterey Peninsula Planning Area. These maps may be revised as new, accepted investigations dictate.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
15.1.11.1(GMP)	For high hazard areas, the County shall require, as a condition of development approval, a detailed geological investigation and soils report and shall further require, as a condition of approval, that the recommendations of that report be followed.	<i>Project consistent.</i> Final design of the proposed project would be completed in accordance with a project-level geotechnical/geological analysis.

Table 2
Consistency with Relevant Greater Monterey Peninsula Area Plan Policies

Policy Number	Policy	Consistency
Fire Hazards		
17.3.1.1 (GMP)	<p>All new development shall be required to provide an adequate road for fire protection which meets or exceeds the following standards:</p> <ul style="list-style-type: none"> a) For all roads and driveways serving more than two habitable structures, the road width shall be a minimum of 20 feet. Where it is environmentally infeasible to meet this requirement (due to excessive grading or tree removal), a 12-foot-wide road with a 12-foot wide by 30-foot-long turnout located approximately every 500 feet may be provided with the approval of the local fire protection agency. b) For all roads and driveways serving two or less habitable structures, the road width shall be a minimum of 12 feet. c) The road shall be all weather and shall be surfaced with a granular material having a weight bearing capability to support the loads of firefighting equipment used by the local fire protection agency. d) In the case of new single-family dwellings on existing lots of record, the provisions of subsections (a) and (b) above may be waived or modified by the Director of Planning after consultation with the local fire protection agency. 	<p><i>Project consistent.</i> The project is a roadway facility. Final project design shall be in conformance with fire and emergency access requirements.</p>
Transportation		
43.1.3 (GMP)	<p>The Peninsula cities and the County should actively pursue reinstatement of rail service between San Francisco and the Monterey Peninsula provided it can be scheduled at times satisfactory to Monterey Peninsula users and/or visitors.</p>	<p><i>Project consistent.</i> While not proposing rail service at this time, the proposed project would provide greater opportunity for the reinstatement of rail activities between San Francisco and the Monterey Peninsula in the future by way of growing transit ridership in the corridor. Future rail service is not precluded by the project.</p>
Public Services and Facilities		
51.2.4.1 (GMP)	<p>Each development proposal shall be evaluated to determine the extent to which such development may help further the County's park and recreation facility goals, objectives and policies.</p>	<p><i>Project consistent.</i> Through the CEQA process, management agencies of parks and recreation services in the project's vicinity have been involved in planning of the proposed project.</p>

The following policies and programs from the *City of Marina General Plan* are relevant to the proposed project.

Table 3		
Consistency with Relevant City of Marina General Plan Policies		
Policy Number	Policy	Consistency
Transportation		
3.3.8 <i>(MarGP)</i>	Link existing and future areas of the City with an integrated system of roads, transit, footpaths and bikeways that connects neighborhoods, commercial areas, schools, parks, and other major community-serving destinations.	<i>Project consistent.</i> The busway project would provide a long-term alternative for public transportation in the project’s vicinity that would link existing areas of the City with an integrated system of transit.
Transit Facilities and Services		
3.23 <i>(MarGP)</i>	All future development shall be designed to help promote cost-effective local and regional transit service and minimize dependency on the private automobile for work, shopping, recreation, and other trip purposes. Major transit facility and service policies are described below and in accompanying Figure 3.2. While provision of some of the transit service called for may not be feasible in the near term, future City decisions as to patterns of land use and transportation should be governed by a desire to provide such services in a cost-effective manner in the future.	<i>Project consistent.</i> The busway project would provide a long-term alternative for public transportation in the project’s vicinity.
3.24 <i>(MarGP)</i>	The City could support plans to provide passenger light rail or bus rapid transit services to the Monterey Peninsula to serve both tourists and workers needing to commute into, out of, or within the area only if the services/facilities are designed to avoid the use of heavy rail, to directly serve the City of Marina and to adequately mitigate impacts to residents and businesses. Site reservations should be provided at the approximate locations shown in Figure 3.2 or alternative appropriate locations determined by the City and other concerned regional agencies.	<i>Project consistent.</i> The busway project would provide a long-term alternative for public transportation in the project’s vicinity.
3.26 <i>(MarGP)</i>	Del Monte Boulevard, Reservation Road, and the Blanco Road/Imjin/12 th Street corridor shall serve as the primary routes for intra-city bus service as provided by Monterey -Salinas Transit (MST). Intermodal accommodations shall be provided at the two proposed passenger rail stations along the Union Pacific rail line. An additional bus transit center shall be provided in central Marina in the general vicinity of the Del Monte Boulevard/Reservation Road intersection. The location and design of these centers shall be integrated with other civic or commercial developments to provide a safe, attractive, high amenity setting that will encourage transit use.	<i>Project consistent.</i> The busway project would provide a long-term alternative for public transportation in the project’s vicinity. MST bus service shall be complemented by the proposed project.
3.27 <i>(MarGP)</i>	The Fort Ord Reuse Plan incorporates a multi-modal corridor, the purpose of which is to accommodate longer-term high-capacity transit operations that would link the cities of Marina and Salinas. The plan includes right-of-way reservation beginning at Blanco Road south of the Salinas River and extending to a final station location adjoining Highway One and 1st Street. The latter station shall be closely linked with the passenger rail station planned for the adjacent Transportation Agency of Monterey County line on the west side of Highway One.	<i>Project consistent.</i> The busway project would provide a long-term alternative for public transportation in the project’s vicinity. It will support the planned multi-modal station in Marina. Future passenger rail is not precluded by the proposed project.

**Table 3
Consistency with Relevant City of Marina General Plan Policies**

Policy Number	Policy	Consistency
3.28 (MarGP)	In the early phase of transit development in the area, the transit right-of-way shall be developed with an exclusive roadway for buses. Bus transit service along this corridor shall be used to help promote public transit use and transit-oriented development at intensities sufficient to eventually support conversion of the corridor to light-rail operations. A portion of the MST service between Salinas, Marina, and other Peninsula cities should be routed along this alignment. As shown in Figure 3.2, five station sites shall be reserved to serve the planned development of the corridor.	<i>Project consistent.</i> The proposed project includes development of an exclusive roadway for buses, consistent with this policy. The busway project would provide a long-term alternative for public transportation in the project’s vicinity. MST bus service shall be complemented by the proposed project.
3.29 (MarGP)	The initial roadway and subsequent rail lines shall be designed such that these transit facilities will be integrated into and become a focus of a pedestrian oriented street extending west from the east side of Armstrong Ranch to Highway One. Additional design and development policies and guidelines for the corridor and station areas are provided in the Community Development and Design Element (Chapter 4).	<i>Project consistent.</i> The busway project would provide a long-term alternative for public transportation in the project’s vicinity. The proposed project would comply with the requirements of this policy. The project is located south of Armstrong Ranch.
Stormwater Drainage		
3.57.1 (MarGP)	All storm water runoff shall continue to be retained onsite and accommodated by localized retention basins. Retention basins associated with a particular project shall be landscaped with appropriate plant materials and shall be designed wherever possible as integral parts of a development project’s common open space or parks, or to create new or enhance existing habitat. All onsite drainage facilities shall be designed to convey runoff from a 10-year frequency storm at minimum. In areas of the City where recycled water will not be readily available, the City encourages the provision of storm water reuse facilities of sufficient size to provide for landscape irrigation of development in proximity to retention basins. The adequacy of onsite and off-site drainage facilities shall be determined through the preparation of storm drainage reports and plans, approved by the City Public Works Director; such reports and plans shall be required for all new subdivisions and new commercial/industrial development proposed in Marina.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable.
3.57.2 (MarGP)	Pretreatment of storm water runoff from roads, large parking areas, and other extensive paved areas used by vehicles shall be provided using appropriate means such as primary settlement structures, routing through settlement ponds, or routing through adequately long natural swales or slopes. In addition, all development plans shall conform to the requirements of the City’s National Pollution Discharge Elimination System permit and City ordinances, and all subdivisions and new commercial/industrial development shall identify Best Management Practices (BMP’s) appropriate or applicable to uses conducted onsite to effectively prevent the discharge of pollutants in storm water runoff.	<i>Project consistent.</i> See response above.
3.57.3 (MarGP)	Storm water systems shall be constructed in a manner which prevents soil erosion. Appropriate measures to avoid such impacts include the dispersal of	<i>Project consistent.</i> See response above.

**Table 3
Consistency with Relevant City of Marina General Plan Policies**

Policy Number	Policy	Consistency
	runoff, installation of energy dissipaters where dispersal is not practical and concentration of runoff water is necessary, and retention of vegetation or revegetation of affected surfaces.	
City Form and Appearance		
4.17.3 (MarGP)	Within built-up areas, existing topography shall be retained to make natural landforms more evident. This requirement of the General Plan may be fulfilled by minimizing grading and cutting and filling for roadways, by providing public space with outlooks at the higher elevations, and by locating taller structures on the upper slopes of hills.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable to future development activities.
4.34.2 (MarGP)	The two-block section adjoining the proposed train station plaza and retail area shall be designed to permit safe and easy pedestrian crossing of the boulevard. (See Figure 4.8.)	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
4.57 (MarGP)	Development and design of pedestrian, transit, and vehicular corridors and adjacent property shall take into consideration and reflect the functional and aesthetic differences among these corridors. The general requirements and character of major corridors in University Village project are shown in Figures 4.9, 4.10, 4.12 and 4.14.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable to future development activities.
4.84.5 (MarGP)	At such time that passenger rail service is reintroduced to the Monterey Peninsula, a station, shall be provided in the northern portion of Marina. Accordingly, the Armstrong Ranch Specific Plan shall provide for a passenger rail station and adjacent public plaza fronting onto Del Monte Boulevard. The station should be designed to serve multiple-trip purposes. Such purposes should include commuting by rail to jobs within the Armstrong Ranch area or elsewhere in Marina with connecting local bus service; access to Armstrong Ranch areas and nearby coastal destinations for recreational visitors, and out-commuting to jobs in other areas of the Monterey Peninsula by Armstrong Ranch residents using rail rather than automobile.	<i>Project consistent.</i> The busway project would provide a long-term alternative for public transportation in the project’s vicinity.
4.86 (MarGP)	<i>Transit Station and Plaza.</i> The recommended passenger rail station should be designed to serve as an attractive landmark. In connection with a transit station, a plaza shall be provided fronting on Del Monte Boulevard and shall be sized and designed to facilitate its use for various community activities such as a farmer’s market, art and craft shows, concerts, and food fairs. Building on the adjoining retail sites shall incorporate retail, foodservice, and other uses which will contribute to the liveliness of the station area. The station shall be designed as a multi-modal transportation center, accommodating and linking rail passenger service, regional and local bus service, and special-purpose shuttle service to lodging or employment centers.	<i>Project consistent.</i> The busway project would provide a long-term alternative for public transportation in the project’s vicinity. The proposed project does not involve the future station at Armstrong Ranch.
Public Health and Safety		

**Table 3
Consistency with Relevant City of Marina General Plan Policies**

Policy Number	Policy	Consistency
4.99 (MarGP)	New development shall be permitted in areas of high seismic risk only when adequate engineering and design measures can be implemented in accordance with a geotechnical investigation and report.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable.
4.101 (MarGP)	The City shall continue to ensure that new development is in compliance with the provisions of the federal flood insurance program. Hydrologic investigations shall be undertaken for all new development proposed within or adjacent to sites identified as “Zone A” areas. i.e., potential areas of flooding for which the 100-year flood elevation has not yet been determined as shown on FEMA’s Flood Insurance Rate Map for Marina. As new information becomes available, it should be submitted to FEMA for the purpose of updating Marina’s Flood Insurance Rate Map.	<i>Project consistent.</i> See response above.
4.102 (MarGP)	<p>The following additional safeguards shall be provided:</p> <ol style="list-style-type: none"> 1. Ensure that critical or sensitive facilities, e.g., hospitals, fire and police stations, schools, major transportation links, high-occupancy structures, emergency communication facilities, utility lines, and sites containing or storing hazardous materials, are located, designed and operated to maximize their ability to remain functional after the expected or maximum credible event on any of the local active fault systems. Critical facilities shall not be located in areas of high to very high seismic shaking hazard. 2. Require that new development be sited and designed to conform to site topography and to minimize grading wherever possible. Recommendations to developers as to how to mitigate geologic or seismic hazards should include mention of the need to avoid massive grading or excavation or structures that might require substantial alteration of natural landforms. 3. Require the preparation of combined geologic and geotechnical reports where new development is proposed on slopes with greater than a 30 percent gradient or within 200 feet of slopes with more than a 50 percent gradient. As part of the project approval process, require the implementation of recommended engineering and design measures to reduce the risk of slope instability or failure for these sites. 4. Where new development is proposed within 300 feet of active dune fields (delineated as “Qds” in Figure 1 of Appendix A), require that the geotechnical report include an assessment of dune migration rates and recommend appropriate setbacks. New development in an area of Flandrian dunes (areas shown as “Qfd” on Figure 1, Appendix A) should maintain a minimum setback of 100 feet from the leeward (downwind) dune face, based upon the prevailing northwesterly wind direction, unless other adequate protective measures can be implemented. 5. Where new development or subdivisions are proposed on soils with moderate to potentially severe limitations as substrates for construction or engineering purposes, as shown in Figure 4 of Appendix A, require that geotechnical reports be prepared, and engineering and design measures be 	<i>Project consistent.</i> See response above.

**Table 3
Consistency with Relevant City of Marina General Plan Policies**

Policy Number	Policy	Consistency
	implemented as part of the project approval process. Allow exceptions for development on existing lots of record where geotechnical reports were completed in conjunction with subdivision map approval or for single-family homes on existing lots of record.	
Noise		
4.106 (MarGP)	The land use policies contained in the Community Land Use Element are designed to avoid conflicts between noise-sensitive uses (in particular, residences and schools) and major noise sources. Accordingly, land designated for such noise-sensitive purposes has been limited to locations which are unlikely to be exposed to excessive noise. At such time that future development of residences, schools and parks is proposed, more site-specific noise analysis shall be conducted for parcels that are in close proximity to major roadways or that lie in areas affected by aircraft-generated noise. If specific uses are found to be affected by noise levels greater than the standards set forth in Table 4.1 of this plan or, within the Airport Planning Area, Table 4-1 (see Appendix C) of the Airport Comprehensive Land Use Plan (CLUP), the mitigation measures identified in the following sections shall be required.	<i>Project consistent.</i> The proposed project may expose existing uses to increase noise levels associated with project construction and operation. A project-specific Acoustical Analysis has been prepared and the proposed project would implement noise reductions measures to avoid impact noise sensitive uses. The project is consistent with the requirements of this policy.
4.107 (MarGP)	The maximum allowable exterior noise exposure, as measured in Ldn (dBA), (or CNEL for the Airport CLUP noise standards) shall not exceed the “acceptable use” standards shown in Table 4.1 of this plan, or, where applicable, the “permitted use” standards of Table 4-1 of the Airport CLUP. In the Airport Planning Area, the noise standards of Table 4-1 of the Airport CLUP shall apply where such standards are more stringent than those of this plan. Where existing or projected exterior noise levels exceed the acceptable limit, construction shall be conditionally permitted only when appropriate mitigation measures are employed, including measures to attenuate exterior noise levels where development of schools, parks and playgrounds is proposed, and, within the Airport Planning Area, as conditionally allowed by Table 4-1 of the Airport CLUP.	<i>Project consistent.</i> See response above.
4.110 (MarGP)	Site-planning measures such as sound walls along roadways shall be the mitigation measure of last resort so as to avoid the adverse visual impacts of such structures. Where they are necessary, sound walls shall include landscaped earth berms at their bases to minimize visible wall height. Sound wall designs shall also incorporate provisions for screening landscaping and for coverage of walls by plant materials. Sound walls shall be built of attractive, durable materials.	<i>Project consistent.</i> See response above.
Biological Resources		
4.114 (MarGP)	Within areas identified as supporting sensitive habitat(s), the following requirements shall apply: 1. With the exceptions of areas where an approved Habitat Management Program (HMP) or Habitat Conservation Program (HCP) allows	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways, which contain disturbed habitat along the majority of the alignment. Where sensitive biological resources exist within the limits of construction, the proposed

Table 3
Consistency with Relevant City of Marina General Plan Policies

Policy Number	Policy	Consistency
	<p>development without restrictions, and for structures erected to maintain, restore or enhance sensitive habitat and species, require discretionary approval for all new structural and road development proposed within sensitive habitat areas or on sites supporting sensitive species and habitat.</p> <p>2. Site and design those new structures or roads which may be allowed within designated Habitat Reserves or other identified sensitive habitat areas so as to minimize adverse impacts upon habitat areas. This may entail site plan modification and/or the inclusion of appropriate mitigation measures developed by biologists, soils engineers, or hydrologists (e.g., erosion and storm-drainage controls, wildlife culverts, and grading limitations).</p>	<p>project would avoid or reduce impacts through implementation of the mitigation measures outlined in the Biological Resources Report.</p>
<p>4.115 (MarGP)</p>	<p>Within areas for which there is an approved (HMP) or (HCP) and where avoidance of significant impacts is not feasible as determined through discretionary review, a seasonal avoidance and/or salvage/relocation program for certain species and habitat areas should be established or undertaken, as appropriate, prior to site development.</p>	<p><i>Project consistent.</i> See response above.</p>
<p>4.116 (MarGP)</p>	<p>Where new development may remove all or a portion of identified sensitive habitat in an area not subject to an approved HMP or HCP, and where no less environmentally damaging alternative can be feasibly implemented, comparable habitat should be restored either on-site or off-site on a two-to-one basis (e.g., two acres of habitat shall be restored for every acre of habitat removed).</p>	<p><i>Project consistent.</i> See response above.</p>
<p>4.118 (MarGP)</p>	<p>Where development sites are adjacent to areas designated as “Habitat Reserves” or other identified sensitive areas, site improvements and buildings shall be located and designed so as to avoid adverse impacts on the biological resource in question. Development shall be conditioned upon the incorporation of adequate mitigation measures in terms of site design. Such measures might include the following: a) providing an adequate buffer between new development and identified sensitive habitat; b) minimizing the need for grading that would substantially alter the existing topography; c) incorporating erosion- and sediment-control techniques during and after construction; d) establishing appropriate native landscaping between new development and sensitive habitat; and e) providing wildlife corridors or connections between the sensitive habitat and other natural open space areas.</p>	<p><i>Project consistent.</i> See response above.</p>
<p>4.119 (MarGP)</p>	<p>As part of any application package for development proposed on undeveloped lands in former Fort Ord or on the Armstrong Ranch, seasonally timed surveys for known or suspected sensitive or unique species and habitats shall be undertaken by a qualified biologist approved by the City Community Development Director (except in those areas where such species have already been addressed by approved habitat conservation/management plans or similar plans or agreements). This information shall be provided as part of a preliminary site and development review, and, for development on former Fort Ord, should be submitted to CRMP for review and</p>	<p><i>Project consistent.</i> See response above.</p>

**Table 3
Consistency with Relevant City of Marina General Plan Policies**

Policy Number	Policy	Consistency
	<p>recommendations. Where such species are found to occur, mitigation plans (or Habitat Management Plans) shall be prepared in coordination with the USFWS and DFG unless approved habitat management plans are already in place.</p>	
<p>4.120 (MarGP)</p>	<p>Oak woodland shall be protected to the greatest extent possible in recognition both of its relatively high biological and aesthetic resource value and its important role in California’s and Monterey County’s natural heritage. In areas supporting oak woodland, a site survey of this resource should be completed for all new subdivisions and commercial projects as part of a preliminary site and development review. All stands of oak woodland and individual specimens with a diameter of 6 inches or more when measured 4.5 feet from ground level should be identified on a base map. To the greatest extent possible, development plans shall then attempt to incorporate the oak woodland or individual specimens into the plan as an integral feature of the natural and built environment.</p> <p>All oak trees shall be replaced and maintained with new trees of the same stock as those found onsite or in the site vicinity according to the following replacement formula: a minimum one-for-one (one replacement tree for each tree removed) where replacement trees are proposed to be the same diameter or greater than those to be removed; a minimum three-to-one (three replacement trees for each tree removed) for replacement trees of lesser diameter than those proposed for removal, unless, as determined by arborist, the site’s specific environmental conditions would not sufficiently support a healthy oak habitat. All diameter measurements shall be taken at 4.5 feet from ground level. Replacement trees shall be a mixture of sizes.</p>	<p><i>Project consistent.</i> See response above.</p>
<p>4.121 (MarGP)</p>	<p>In those areas where the potential for vernal pools exists, a site survey shall be conducted by a qualified biologist. Any development or grading of a site found to have one or more vernal pools shall provide a wetland buffer of sufficient width and size, as determined by a qualified biologist, between the vernal pond habitat, including associated wetland vegetation, and the proposed or existing development to both protect those species most sensitive to development disturbances and complement the habitat value of the wetland resource. Structures allowed within the wetland buffer shall be limited to those required for providing public access and nature observation. Grading within identified vernal ponds shall be limited to that necessary for habitat restoration, enhancement and protection or as may otherwise be recommended by a qualified biologist. No soil disturbance shall occur during the rainy season within the designated vernal pond and buffer area. Grading within the drainage area of vernal ponds but outside the designated wetland buffer may be allowed in accordance with the provisions of an approved erosion control and landscape plan pursuant to Policy 4.125.1 of this plan</p>	<p><i>Project consistent.</i> See response above.</p>

**Table 3
Consistency with Relevant City of Marina General Plan Policies**

Policy Number	Policy	Consistency
	with appropriate measures employed as needed to protect the wetland habitat.	
4.122 (MarGP)	The City shall require that lighting of streets and other public areas in proximity to areas of natural open space be shielded and as unobtrusive as possible so as to direct light away from habitat reserve areas and other areas of natural open space. The same requirements shall follow for outdoor lighting on private development sites adjacent to such lands.	<i>Project consistent.</i> See response above.
Soils and Mineral Resources		
4.124 (MarGP)	<p>To conserve soil and mineral resources within the Marina Planning Area, the following policies and conditions shall be established:</p> <ol style="list-style-type: none"> 1. The City shall continue to require erosion-control and landscape plans for all new subdivisions or major projects on sites with potentially high erosion potential. Such plans should be prepared by a licensed civil engineer or other appropriately certified professional and approved by the City Public Works Director prior to issuance of a grading permit. All erosion control plans shall incorporate Best Management Practices to protect water quality and minimize water quality impacts and shall include a schedule for the completion of erosion and sediment-control structures, which ensures that all such erosion-control structures are in place by mid-October of the year that construction begins. Site monitoring by the applicant’s erosion-control specialist should be undertaken, and a follow-up report should be prepared that documents the progress and/or completion of required erosion-control measures both during and after construction is completed. 2. The City shall support continued agricultural uses on prime agricultural soils and other agricultural lands outside the City’s designated Urban Growth Boundary, i.e., lands designated as “Agriculture” by this plan. The City should oppose any proposed subdivision or use of land which might result in conversion of such lands. 3. The City shall encourage continued agricultural production on lands within the City’s existing and proposed Sphere of Influence as an interim use until such time that annexation and development is approved consistent with this plan. 4. The City recognizes the presence of designated mineral resources west of Highway One and shall continue to allow the existing sand-mining operation on RMC Lonestar property west of Highway One in accordance with the provisions of Marina’s local coastal plan (LCP) and the approved Reclamation Plan for that site. In accordance with the Marina LCP, new or expanded sand-mining operations shall be limited to the surf zone and already-disturbed areas and shall be subject to completion and approval of the prerequisite environmental review, Reclamation Plan, and coastal permit process. A coastal permit for new or expanded mining operations may be granted only upon a finding, based upon conclusive evidence, that such an 	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable to future development.

**Table 3
Consistency with Relevant City of Marina General Plan Policies**

Policy Number	Policy	Consistency
	<p>activity will not significantly accelerate shoreline erosion or have significant unavoidable adverse impacts upon the dune and coastal strand's biological resources.</p> <p>5. The City recognizes the existence of designated mineral resources east of Highway One within the Armstrong Ranch portion of the City's Sphere of Influence area. Mineral extraction on a portion of the Ranch may constitute an appropriate interim use, recognizing also that Armstrong Ranch provides one of the last remaining large areas on the Central Coast suitable for housing and other urban development.</p> <p>6. Mineral extraction on a portion of the Armstrong Ranch mineral resource area may be permitted, provided such use is reviewed and processed in accordance with applicable state laws, including environmental review pursuant to CEQA. Approval should also be contingent on completion and approval of a Reclamation Plan, use permit, and a determination that the proposed mining activity will not significantly conflict with other planned or approved uses within close proximity (i.e., a 1,000-foot radius from the perimeter of the mineral extraction site).</p>	
Water Resources		
<p>4.125 (MarGP)</p>	<p>Approval of all future uses and construction within the Marina Planning Area shall be contingent upon compliance with the following policies and conditions intended to protect the quality of the area's water resources, avoid unnecessary consumption of water, and ensure that adequate water resources are available for new development.</p> <ol style="list-style-type: none"> 1. Where site size and soils permit, all storm drainage systems for new development shall be designed in accordance with the provisions of Section 3.57 of this plan to retain storm water on-site and provide for its filtering of urban pollutants and its percolation into underlying aquifers. 2. All new roads should be designed to allow the localized retention, filtering of urban pollutants, and percolation of storm water into the underlying aquifer. 3. All potential major sources of water pollution shall comply with state and regional water quality programs, including the need to obtain a discharge permit from the State Water Resources Control Board for storm drain outfalls classified as "industrial." 4. All construction activities involving the alteration of land and the construction or improvement of roads, buildings and other structures, where applicable, shall maintain and enhance the quality of the environment of Monterey Bay in support of the bay's designation as a national marine sanctuary. 	<p><i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable.</p>
Scenic and Cultural Resources		
<p>4.126 (MarGP)</p>	<p>The following scenic and cultural resources are deemed to be particularly valuable, and the following policies should be pursued.</p>	<p><i>Project consistent.</i> The busway project would occur within the existing TAMC ROW and existing roadways. An archaeological assessment has been prepared and mitigation</p>

**Table 3
Consistency with Relevant City of Marina General Plan Policies**

Policy Number	Policy	Consistency
	<p>1. All archaeological resources which may be present in the Marina Planning Area shall be protected and preserved. To this end, development proposed in areas of high archaeological sensitivity, i.e., the terraces and benches along the Salinas River, the peripheries of vernal ponds, and coastal beaches, shall be required to undertake a reconnaissance by a qualified archaeologist, and, where artifacts are identified, to protect and preserve such resources.</p> <p>2. The historical significance of former Fort Ord should be reflected in new development and/or reuse of at least a small portion of the University Village area near the 8th Street overcrossing and at the Fort Ord State Park entrance.</p> <p>3. The visual character and scenic resources of the Marina Planning Area shall be protected for the enjoyment of current and future generations. To this end, ocean views from Highway One shall be maintained to the greatest possible extent; development on the primary ridgeline of the Marina dunes shall be avoided; new development proposed for the Armstrong Ranch should maintain an adequate setback from Highway One; landscape screening and restoration shall be provided as appropriate; new development should be sited and designed to retain scenic views of inland hills from Highway One, Reservation Road, and Blanco Road; and architectural review of projects shall continue to be required to ensure that building design and siting, materials, and landscaping are visually compatible with the surrounding areas.</p> <p>4. The environmental review for the Armstrong Ranch specific plan shall provide for adequately detailed visual simulations of how proposed development will look when viewed from Highway One. The specific plan for Armstrong Ranch shall give special attention to minimizing visual impacts and ensuring attractive development. In addition to adequate setbacks from the highway, building and site design measures that shall be employed include, but are not limited to, height restrictions, landscape screening, appropriate color and architectural schemes, and the use of non-reflective building materials.</p>	<p>measures have been incorporated into the project. The project will not adversely affect any historic resources of the former Fort Ord. Ocean views from Highway 1 have been evaluated with visual simulations and effects have been found to be less than significant. .</p>

The following policies and programs from the *City of Sand City General Plan* are relevant to the proposed project.

**Table 4
Consistency with Relevant City of Sand City General Plan Policies**

Policy Number	Policy	Consistency
2.9.2	Prohibit the development of structures with large bland walls that face a public right-of-way or other public viewing area.	<i>Project consistent.</i> The busway project would not involve construction with large bland walls that restrict public viewing areas.
2.9.3	Encourage building designs that evoke a coastal resort or coastal industrial architectural theme and provide treatment that includes building design articulation and variation.	<i>Project consistent.</i> The final siting, design, and landscaping of the project elements located within the jurisdiction of Sand City would comply with the provisions of this policy to the extent it is applicable.
2.9.c	Within the coastal zone, Local Coastal Plan design policies that are most protective of significant coastal resources shall be overriding.	<i>Project consistent.</i> The final alignment, design, and landscaping of the proposed project shall be provided for review and comment to the City.
2.11.1	The City will monitor the impact of development on its public services. Land use and development proposals which would overload circulation, water supply, wastewater disposal, fire, police, or school systems shall not be approved in the absence of overriding considerations or project conditions of approval that mitigate this type of impact.	<i>Project consistent.</i> The proposed project would alleviate traffic congestion on the existing circulation network. Additionally, development of the proposed project would not negatively impact existing public services.
3.1.4	Plan for and develop a better connection between Old Town, South of Tioga, and Destination Commercial districts.	<i>Project consistent.</i> Implementation of the proposed project would improve connection within the areas of the City of Sand City.
3.2.1	Coordinate land use planning with transportation planning to mitigate the traffic impacts of new development.	<i>Project consistent.</i> The proposed project would alleviate traffic impacts by providing an alternative mode of transportation.
3.2.2	Incorporate aesthetic considerations and landscaping as part of facility design. Where major road improvements are constructed, landscaping should be included to reduce negative visual and environmental effects.	<i>Project consistent.</i> The final siting, design, and landscaping of the proposed project would include landscaping and other treatments to minimize the extent of visual impacts associated with project development.
3.3.3	Support the completion of projects listed in local and regional transportation plans.	<i>Project consistent.</i> Implementation of the proposed project would complement potential future re-establishment of rail service in the project area, which is a foreseen project in the regional transportation plan.
3.4.2	Pursue public transit, ride sharing, carpooling, bicycle and pedestrian access, park-and-ride facilities, and other transportation construction projects where feasible. Bicycle and pedestrian facilities should be provided as part of construction of, or improvements to, all major roadways where feasible.	<i>Project consistent.</i> Implementation of the proposed project would provide a public transportation alternative consistent with the intent of this policy.
3.5.b	Consider the need for additional transit stops and related facilities in conjunction with new development or redevelopment projects on California Avenue.	<i>Project consistent.</i> Implementation of the proposed project would improve connection within the areas of the City of Sand City.
3.6.1	Require that all new development (not necessarily redevelopment) provide adequate on-site parking facilities to accommodate projected parking demand.	<i>Project consistent.</i> The proposed project is not a land use development. On-site parking facilities are proposed at the 5 th Street Station. The project would help alleviate parking demand in the City of Sand City.
3.6.2	Require the incorporation of new on-site parking facilities, the development of temporary or permanent parking facilities on nearby vacant/underutilized property, or the payment of parking “in lieu” fees toward the development of public parking facilities when land use intensification is proposed on existing sites with inadequate parking.	<i>Project consistent.</i> See response above.

**Table 4
Consistency with Relevant City of Sand City General Plan Policies**

Policy Number	Policy	Consistency
3.9.1	Actively participate in the re-establishment of railroad service from San Francisco to Seaside, as proposed by the TAMC.	<i>Project consistent.</i> Implementation of the proposed project would complement potential future re-establishment of rail service between San Francisco and the Monterey Peninsula. Rail service is not precluded with the proposed project.
3.10.2	Require that the construction of roadway, water, sewer and storm drainage improvements be staged in areas where major new development is anticipated to minimize disruption to new road surfaces.	<i>Project consistent.</i> Implementation of the proposed project would occur within the existing TAMC ROW and existing roadways. Any temporary disturbances to road surfaces would be staged in areas consistent with the intent of this policy.
5.6.2	Ensure a thorough design review process that all new development and/or redevelopment projects which are visible from State Route 1 are designed in a manner which creates a positive image of the community, worthy of its peninsula gateway location.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent it is applicable
5.8.6	The City shall encourage the use of alternative forms of transportation by incorporating public transit, bicycle, and pedestrian modes in county planning processes and by requiring new development to provide adequate pedestrian and bicycle facilities.	<i>Project consistent.</i> The proposed project would provide a public transportation alternative consistent with this measure.
5.9.1	The City supports and implements programs providing alternatives to conventional private vehicles, such as the Sand City electric bus shuttle service.	<i>Project consistent.</i> The proposed project would provide a public transportation alternative consistent with this measure.
5.12.1	The City supports the development of a railroad right-of-way linear park if feasible, by participating in its detailed planning and urging early financing for its development.	<i>Project consistent.</i> Implementation of the proposed project would not preclude potential future re-establishment of rail service in the project area.
5.13.1	The City shall implement all policies to improve public access to the coastline that are set forth in the City’s Local Coastal Program and 1996 MOU.	<i>Project consistent.</i> The proposed project would not inhibit or hinder public access to the coastline.
6.1.1	All new buildings and structures shall conform to the latest seismic safety standards of the Uniform Building Code.	<i>Project consistent.</i> Appropriate measures shall be applied to the proposed project in order to minimize potential hazard risks.
6.1.2	Before permitting development or redevelopment, the City shall require the preparation of a soils engineering and/or geotechnical analysis of the site. This analysis shall conform to the requirements outlined in special Publication 117, address potential hazards, and suggest appropriate mitigation measures.	<i>Project consistent.</i> A geologic and soils report shall be prepared for the proposed project.
6.3.1	The City, through its development review process, shall ensure that all new development includes improvements to accommodate anticipated stormwater runoff.	<i>Project consistent.</i> A stormwater drainage plan shall be prepared for the proposed project.
6.4.1	Require that all new development and redevelopment of older projects meet state and local standards for fire protection.	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
6.5.3	New development shall provide water main extensions, fire hydrants and automatic fire sprinkler systems in accordance with the requirements and policies of the Monterey Fire Department in effect at the time building permits are issued.	<i>Project consistent.</i> The proposed project is a transportation project that would not require building permits.
6.5.4	The City shall require that all new development conform to water line requirements that ensure adequate flows for fire protection. Unless	<i>Project consistent.</i> See response above.

**Table 4
Consistency with Relevant City of Sand City General Plan Policies**

Policy Number	Policy	Consistency
	otherwise stipulated, new water mains should be a minimum of 8 inches in diameter.	
6.7.1	Encourage consideration of crime prevention features and techniques in new development and redevelopment project designs.	<i>Project consistent.</i> The final design of the proposed project would comply with the requirements of this policy.
6.10.6	Require an acoustical analysis when noise sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 6-2 or the performance standards of Table 6-3, so that noise mitigation may be included in the project design.	<i>Project consistent.</i> An acoustical analysis has been prepared for the proposed project.
6.10.8	Require an acoustical analysis when proposed new nonresidential land uses, or the expansion of existing nonresidential land uses is likely to produce noise levels exceeding the performance standards of Table 6-3 immediately within the property line of existing or planned noise-sensitive uses.	<i>Project consistent.</i> An acoustical analysis has been prepared for the proposed project.
6.10.c	Use the development and environmental review process to ensure that noise impacts are adequately addressed and sufficiently mitigated in accordance with the States Noise Insulation Standards and the policies set forth in this Element.	<i>Project consistent.</i> An acoustical analysis has been prepared for the proposed project and noise related impacts were addressed within the context of the CEQA documentation.

The following policies and programs from the *TAMC Regional Transportation Plan* are relevant to the proposed project.

**Table 5
Consistency with Relevant TAMC Regional Transportation Plan Policies**

Policy Number	Policy	Consistency
<i>1.1</i>	Increase affordability, accessibility and safety between key origins and destinations in the region	<i>Project consistent.</i> The proposed busway project would provide an additional connection between populated areas.
<i>1.2</i>	Deliver projects that improve travel time for all modes of transportation including pedestrians, bicyclists, transit, car/vanpool, and freight	<i>Project consistent.</i> The proposed busway project would provide an additional connection between populated areas.
<i>1.3</i>	Reduce gaps in the region’s active transportation infrastructure	<i>Project consistent.</i> The proposed project includes increasing access to public transportation.
<i>1.4</i>	Reduce traffic congestion by increasing access to alternatives to using a personal vehicle for regional and commuter travel	<i>Project consistent.</i> The proposed busway is a public transportation project.
<i>2.1</i>	Invest in transportation solutions that promote safe travel and decrease fatalities and injuries for all travel modes through a Vision Zero strategy	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy.
<i>2.2</i>	Enhance public safety and security in all modes	<i>Project consistent.</i> The proposed project would comply with the requirements of this policy to the extent that it is applicable.
<i>2.3</i>	Increase active transportation mode share for travel to work and school	<i>Project consistent.</i> The proposed project includes increasing access to public transportation.
<i>2.4</i>	Reduce quantities of harmful air pollutants created by transportation	<i>Project consistent.</i> The proposed busway is a public transportation project, thereby reducing the overall amount of air pollution by reducing the number of individual vehicles in the transportation system.
<i>3.1</i>	Reduce greenhouse gas emissions consistent with regional targets	<i>Project consistent.</i> The proposed busway is a public transportation project, thereby reducing the overall amount of air pollution by reducing the number of individual vehicles in the transportation system.
<i>3.2</i>	Avoid, minimize or mitigate impacts to local, state and federally defined species, sensitive areas or key habitat corridors	<i>Project consistent.</i> The proposed project is located within the existing TAMC ROW and existing roadways, which contain disturbed habitat along the majority of the alignment. Where sensitive biological resources exist within the limits of construction, the proposed project would avoid or reduce impacts through implementation of the mitigation measures outlined in the Biological Resources Report.
<i>4.1</i>	Reduce the risk of disproportionate impacts from transportation construction or operations on low-income communities	<i>Project consistent.</i> The proposed project includes increasing access to public transportation.
<i>4.2</i>	Proactively engage low-income, minority and low-mobility groups throughout the county in the transportation planning process through an effective public engagement strategy	<i>Project consistent.</i> Through the CEQA process, all members of the public will be invited to provide comment on the project and environmental analysis. Additionally, community engagement has been ongoing through the design phase.
<i>4.3</i>	Reduce barriers to safe transportation options for youth and seniors	<i>Project consistent.</i> The proposed project includes increasing access to public transportation.
<i>5.1</i>	Invest in transportation solutions that improve regional accessibility for freight and reduce truck hours of delay	<i>Project consistent.</i> The proposed project includes increasing access to public transportation, improving conditions and congestion on the network.
<i>5.2</i>	Prioritize enhancement and maintenance of the existing transportation system	<i>Project consistent.</i> The proposed busway project would provide an additional connection between populated areas using an existing transportation corridor.
<i>5.3</i>	Support transportation solutions that enhance economic activity, travel and tourism	<i>Project consistent.</i> The proposed busway project would provide an additional connection between populated areas.