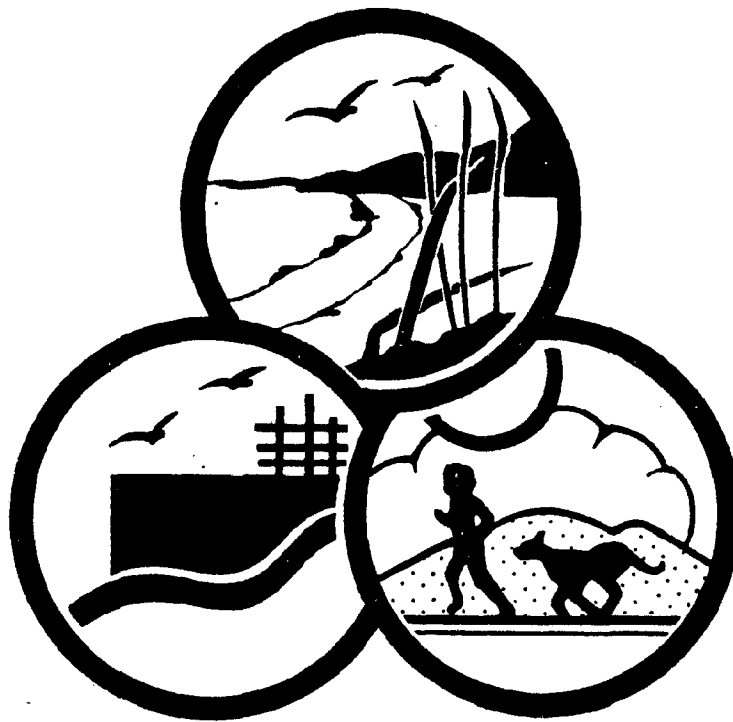


SAND CITY LOCAL COASTAL PROGRAM



LAND USE PLAN

CERTIFIED AS LEGALLY ADEQUATE BY
THE CALIFORNIA COASTAL COMMISSION

ON 12/2/82

HT
168
.C2
S26
1984

HC 1687C 526 1984

Sand City
Local Coastal Program

LAND USE PLAN

Adopted by City Resolution #3 (1982)
on March 23, 1982

Revised by City Resolution #12 (1982)
on September 21, 1982

Certified by California Coastal Commission
on December 2, 1982

First Printing
March 1984

CITY COUNCIL MEMBERS:
David Pendergrass, Mayor
Ronda Lewis
Mark Meadows
Michael Morris
Carl Ritter

Prepared by: The City of Sand City
1 Sylvan Park
Sand City, California

Assistance Provided By: Environmental Management Consultants
P.O. Box 414
Monterey, California 93940

Sand City Citizens Advisory Committee

This publication was prepared with financial assistance from the U.S. Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972, as amended; and from the California Coastal Commission under the provisions of the Coastal Act of 1976.

Sand City LCP
Land Use Plan
Table of Contents

1.0	<u>Introduction</u>	1
1.1	The Coastal Act & the Local Coastal Program Process	1
1.2	Public Participation	3
1.3	Sand City's Coastal Zone	3
1.4	Past and Present Planning	7
2.0	<u>Public Access Component</u>	8
2.1	Coastal Act Policies	8
2.2	Background	11
2.3	LCP Policies	13
2.4	Recommended Implementation Actions	18
3.0	<u>Recreation and Visitor-Serving Facilities</u>	19
3.1	Coastal Act Policies	19
3.2	Background	21
3.3	LCP Policies	23
3.4	Recommended Implementation Actions	26
4.0	<u>Coastal Resource Management</u>	27
4.1	Coastal Act Policies	27
4.2	Background	29
4.2.1	Shoreline Sand Supply and Sand Mining	29
4.2.2	Protective Shoreline Structures	31
4.2.3	Natural Hazards	33
4.2.4	Sand Dunes and Environmentally Sensitive Habitats	36
4.2.5	Marine and Water Resources	37
4.2.6	Archaeological Resources	41
4.3	LCP Policies	41
4.4	Recommended Implementation Actions	51
5.0	<u>Coastal Visual Resources</u>	52
5.1	Coastal Act Policies	52
5.2	Background	52
5.2.1	Existing Visual Resources	52
5.2.2	Future Design Considerations	53
5.3	LCP Policies	54
5.4	Recommended Implementation Actions	59
6.0	<u>Land Use and Development</u>	60
6.1	Coastal Act Policies	60
6.2	Background	63
6.2.1	Existing Land Uses	63
6.2.2	Urban Services (Water, Sewer, Roads, Public Transit)	66
6.2.3	Circulation	70
6.3	Future Land Uses and Development	71
6.3.1	Land Use Analysis	72
6.3.2	Land Use Locations	76
6.4	LCP Policies	77
6.5	Recommended Implementation Actions	88

7.0	<u>References</u>	89
-----	-------------------------	----

8.0 Appendices

Appendix A:	Resolution of City Council Certification and Adopted Changes
Appendix B:	Significant LCP Actions, Products, and Meetings
Appendix C:	Public Comments
Appendix D:	Participants in the LCP Process
Appendix E:	Land Use Analysis Criteria, Summary, and Map
Appendix F:	Monterey Peninsula Water Management District Water Contract Resolution and LCP Water Allocation Summaries
Appendix G:	Zoning Ordinance References
Appendix H:	Glossary

Land Use Plan Figures

Figure

1	Regional Setting	4
2	Sand City Coastal Zone	5
3	Existing General Plan	6
4	Public Access Provisions	14
5	Regional Recreational Areas	24
6	Local Geology	34
7	Coastal Resources	38
8	Seaside Aquifer	40
9	Coastal Visual Resources	55
10	Existing Coastal Land Uses	64
11	LCP Land Use Plan Map	78
12	Potential Land Exchange and TDC Area	84

NOTE: This Land Use Plan contains all Coastal Commission certified modifications for Sand City's Coastal Zone except for the area south of Bay Avenue and west of Highway One. This area will be subject to Coastal Commission certification at a later date.

November 1983

1.0 INTRODUCTION

1.1 The Coastal Act and the Local Coastal Program Process

In November 1972, the people of the State of California approved a ballot initiative known as Proposition 20 which called attention to management of California's vast coastal resources. As a result, the Coastal Commission and six regional commissions were established to manage the coastal zone as a resource of statewide interest through permit control and preparation of a comprehensive Coastal Plan. The intent of the plan is "to preserve, protect, and where possible, restore the resources of the coastal zone for the enjoyment of the current and succeeding generations".

The State Legislature passed the California Coastal Act of 1976 to implement recommendations found appropriate in the Coastal Plan. The basic goals set forth in the Coastal Act are intended to:

- a) protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources;
- b) assure orderly, balanced utilization and conservation of coastal zone resources, taking into account the social and economic needs of the people of the State;
- c) maximize public access to and along the coast and maximize public recreation opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners;
- d) assure priority for coastal-dependent development over other development on the coast; and
- e) encourage State and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the Coastal Zone.

A key element in the Coastal Act of 1976 is that the bulk of the authority granted to the State and regional Commissions by the Act was to be transferred to local governments through adoption and certification of "Local Coastal Programs". The Local Coastal Program (LCP) includes a local government's land use plans, zoning ordinance, zoning district maps, and other implementing actions which, when taken together, meet the requirements of and implement the provisions and policies of the Coastal Act. Each LCP should reflect the coastal issues and concerns of the local jurisdiction and must be consistent with the statewide policies of the Coastal Act. Once adopted, the LCP becomes legally binding on local governments and provides a permanent program for coastal protection. LCP adoption also transfers permit authority, except in limited cases, to the local government.

The LCP is developed in three phases:

- Phase I - Identification of coastal planning issues, defined as potential conflicts between Coastal Act policies and existing conditions, plans and proposed uses. Preparation of a work program that sets forth tasks necessary to resolve issues and establishment of work schedules, budgets and grant requests.
- Phase II - Preparation of the Coastal Land Use Plan.
- Phase III - Preparation of Implementing Actions, including zoning ordinances, zoning district maps and other programs necessary to carry out the Land Use Plan and supporting policies.

This document is the Land Use Plan portion of the LCP, and is the most important component of the LCP. It designates the kinds, location, and intensity of land and water uses, and presents applicable resource protection and development policies to accomplish Coastal Act objectives.

As part of the preparation of the LCP, three technical working papers were prepared: 1) Shoreline Access and Recreation and Visitor-Serving Facilities; 2) Marine Environment and Environmentally Sensitive Habitat Areas; and 3) Development and Industrial Development. The purpose of the working papers was to provide the technical background necessary to prepare the Land Use Plan. It also provided the public with a focus for discussion of significant coastal planning issues in Sand City.

The Land Use Plan has been prepared based on the findings in the three Working Papers, meetings with citizens, public hearings and discussions with Coastal Commission staff. In addition, Coastal Commission staff presented written comments on the Working Papers, and the City issued a response paper to these comments, which also aided in the preparation of this Plan. The Plan summarizes the background data and findings of the Working Papers and response papers. The reader is referred to these papers for a more detailed discussion of the topics presented in this Plan.

With regard to the Coastal Act as the standard of approval, denial and suggested modifications for this LUP and resolution of conflicts between Coastal Act Policies, as described in Section 30007.5, the Sand City LUP is promoting the policy, which states:

The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The legislature therefore declares that in carrying out the provisions of this division such conflicts can be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies.

In preparing this LUP, Sand City encountered conflicts between Coastal Act policies as applied to the City. As a result, the policy set in Section 30007.5 of the Coastal Act was determinant in resolving these conflicts.

Implementation measures are required as part of the LCP to ensure that all local plans are in conformity with the Coastal Act. This Plan presents recommended implementation actions. However, an implementation plan which describes measures in detail and their administration will be prepared as a separate document.

The services of subcontractors were utilized in the preparation of the Working Papers and the Land Use Plan to assist in documentation and evaluation of the identified coastal issues. Geoconsultants, Inc., engineering and geology consultants located in San Jose, analyzed geologic hazards, coastline processes and impacts of sand mining. Dr. Richard Robinson of Monterey prepared an ecological survey discussing significant habitat areas. Archaeological Consulting of Castroville performed an archaeological sensitivity zone survey. Donald F.L. Wald, A.I.A., Architect and Associates, assisted with a design overview and design policies.

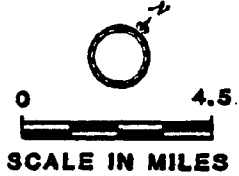
1.2 Public Participation

The Coastal Act requires that opportunities for public participation be made available throughout the LCP process. In Sand City, a high degree of public participation has occurred throughout the development of the LCP. A Citizens Advisory Committee has provided input at numerous meetings, and has reviewed all LCP documents. In addition, public hearings have been held throughout all stages of LCP development.

1.3 Sand City's Coastal Zone

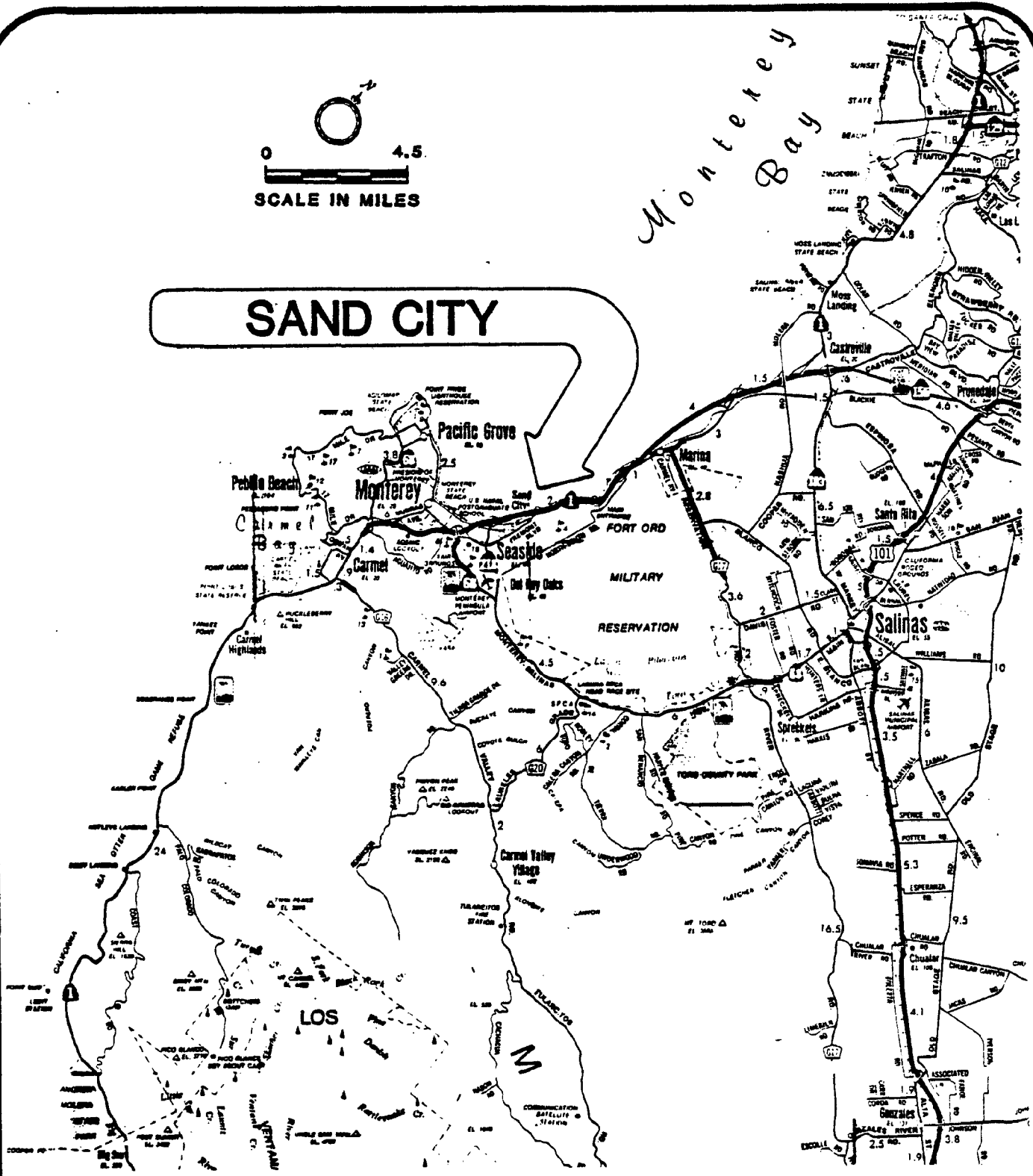
Sand City extends from the southern boundary of Fort Ord (U.S. Military Reservation) on the north, to the City of Seaside on the south, as shown on Figure 1. There are approximately 1.5 miles of ocean frontage within Sand City. The Coastal Zone area includes all that portion of Sand City west of State Highway One, as well as a strip of land 200 feet wide bordering the east side of State Highway One (measured from the highway's easternmost right-of-way). In addition, the Southern Pacific Railroad's right-of-way and 100 feet on the western side of that right-of-way are located in the Coastal Zone. The Sand City Coastal Zone Area is illustrated in Figure 2.

Sand City is characterized by disturbed dunes. Generally the dunes are stabilized east of State Highway One; however, to the west, a large amount of dune migration occurs. Elevations range from sea level to 60 feet at the southwestern portion of the City. Current land uses in the Sand City Coastal Zone have been condensed to five general categories. They are:



Monterey Bay

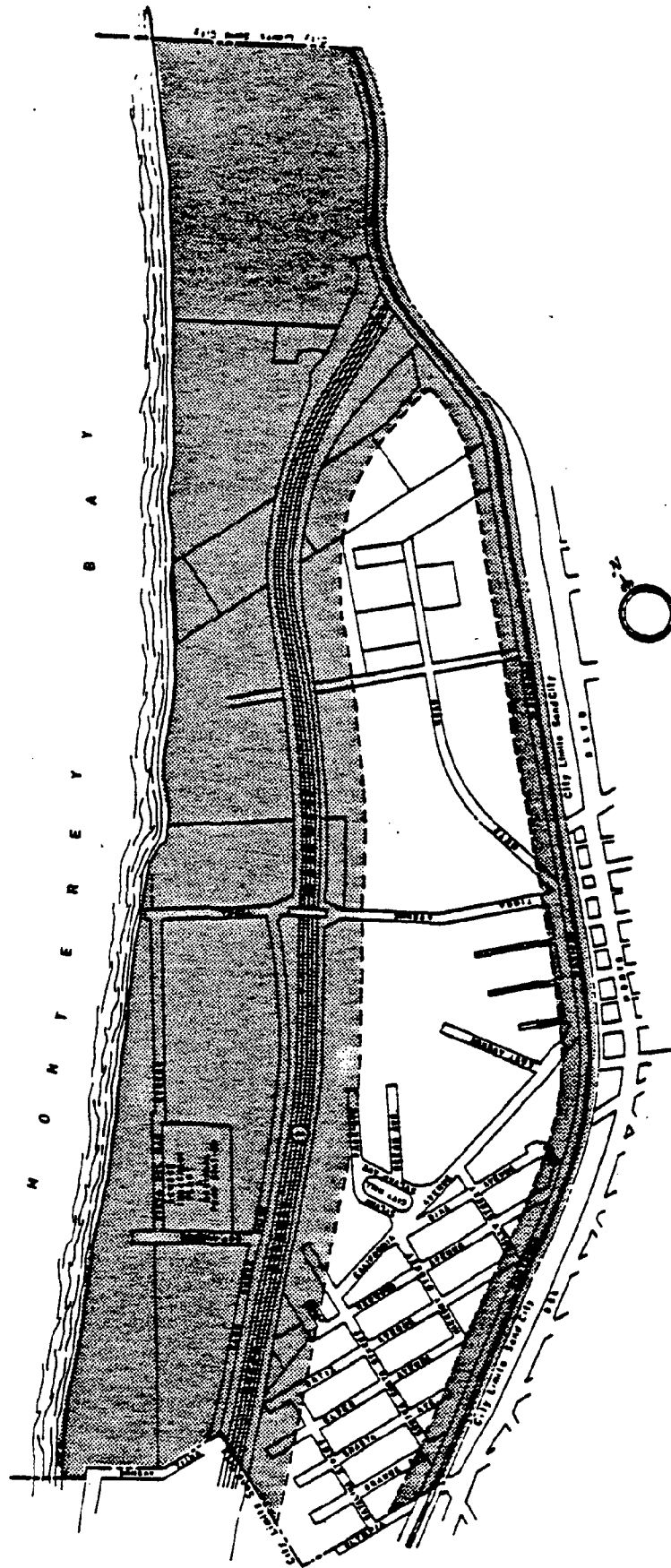
SAND CITY



Source: AAA

SAND CITY LCP LAND USE PLAN
REGIONAL SETTING

Figure 1



SOURCE: CALIFORNIA COSTAL COMMISSION

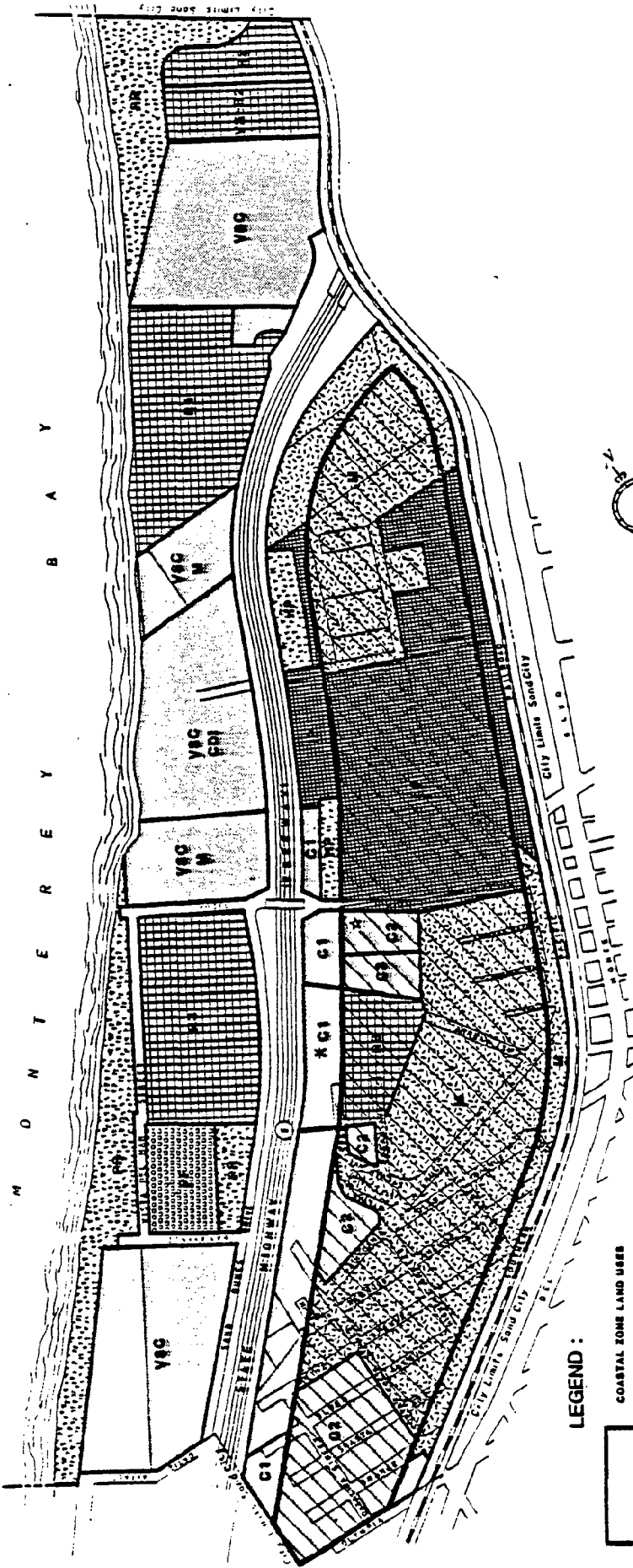
SAND CITY LCP LAND USE PLAN

SAND CITY COSTAL ZONE

Figure 2

AREA WITHIN COSTAL ZONE

M O N T E R E Y B A Y



LEGEND :

COASTAL ZONE LAND USES

- VR - RESIDENTIAL, MEDIUM DENSITY
- VR - RESIDENTIAL, HIGH DENSITY
- V90 - TOURISM ORIENTED COMMERCIAL
- VR-21 - TOURISM ORIENTED RESIDENTIAL, LOW DENSITY
- VR-24 - TOURISM ORIENTED RESIDENTIAL, MEDIUM DENSITY
- C1 - LIGHT COMMERCIAL
- CB - MEDIUM COMMERCIAL
- CM - COASTAL DEPENDENT INDUSTRIAL
- IM - INDUSTRIAL MANUFACTURING
- IP - INDUSTRIAL PARK
- PR - PUBLIC RECREATION
- PF - PUBLIC FACILITIES
- MP - MENTAL PRESERVE
- *C1 - PROPOSED C1-W

NON-COASTAL ZONE LAND USES

- RS - RESIDENTIAL, MEDIUM DENSITY
- C1 - LIGHT COMMERCIAL
- CB - MEDIUM COMMERCIAL
- CM - COMMERCIAL MANUFACTURING
- IM - INDUSTRIAL MANUFACTURING
- IP - INDUSTRIAL PARK
- ★ - HAZARDOUS WASTE TREATMENT STATION

- RESIDENTIAL
- COMMERCIAL
- PUBLIC RECREATION
- PUBLIC FACILITIES
- INDUSTRIAL PARK
- INDUSTRIAL MANUFACTURING



SAND CITY LCP LAND USE PLAN

EXISTING GENERAL PLAN

Figure 3

1. Residential;
2. Light Commercial;
3. Heavy Commercial;
4. Industrial/Manufacturing; and
5. Public Facility.

Sand City is unique and distinguished from other coastal areas due to the fact that the majority of its coastal zone lands are vacant. Yet Sand City is located within a regional area that is primarily urbanized. The portions of the City located outside of the coastal zone are characterized by industrial and heavy commercial uses which serve the Monterey Peninsula region and in some instances the State.

1.4 Past and Present Planning

The City of Sand City has conducted planning matters for seventeen years guided by the 1963 Sand City General Plan. Implementation of this General Plan has been through the Sand City Zoning Ordinance.

The 1963 General Plan has been superceded by a General Plan revision formally adopted on August 19, 1980. This Plan includes the 9 State-mandated elements, which the original Plan did not include. The Plan identified the following land use designations, as shown in Figure 3.

- a. Low Density Residential
- b. High Density Residential
- c. Light Commercial
- d. Heavy Commercial
- e. Industrial/Manufacturing

Zoning designations in Sand City at present are generalized into 5 districts. They are identified as follows:

- a. C-1 (Light Commercial)
- b. C-2 (Heavy Commercial)
- c. M (Industrial/Manufacturing)
- d. R-1 (Single Family Residential)
- e. R-4 (Multi Family Residential)

Zoning generally is consistent with General Plan designations. Certain areas do, however, show inconsistencies with zoning. The Zoning Ordinance currently is undergoing revision in order to implement the recently adopted General Plan. The areas that are not currently in conformance with the General Plan will be rezoned upon completion of the Zoning Ordinance update. Further revisions to this Zoning Ordinance update will have to be considered upon certification of the LCP Land Use Plan.

2.0 PUBLIC ACCESS COMPONENT

2.1 Coastal Act Policies

Section 30500(a)

Each local government lying, in whole or in part, within the coastal zone shall prepare a local coastal program for that portion of the coastal zone within its jurisdiction. ... Each local coastal program prepared pursuant to this chapter shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided.

Section 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.

Section 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.

Section 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.

- (b) For purposes of this section, "new development" does not include
- (1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610,
 - (2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure,
 - (3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure,
 - (4) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the regional commission or the commission determines that such activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision, "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

- (c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Section 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Section 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.

Section 30214

- (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
- (1) Topographic and geologic site characteristics,
 - (2) The capacity of the site to sustain use and at what level of intensity,

- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses,
 - (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
- (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.
- (c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Section 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 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.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by

- (1) facilitating the provision or extension of transit service,
- (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads,

- (3) providing non-automobile circulation within the development,
- (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation,
- (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and 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.

2.2 Background

One of the key provisions of the Coastal Act is to maximize public access to and along the coast. This is evidenced in the Act's statement of goals, in the resource policies, and in the requirement of preparation of a public access component within the LCP.

Three forms of public access have been defined by the Coastal Commission:

- 1) vertical access to provide access from the first public roadway to the shoreline;
- 2) lateral access for public access and use along the shoreline; and
- 3) blufftop access to allow for public viewing of the shoreline along bluffs rather than along the shoreline where no beach area exists.

Coastal access in Sand City currently consists of one undeveloped public vertical accessway to the shoreline, several undeveloped trails utilized on private property, lateral access along the shoreline, and two primary areas used for visual access. Outside of Sand City, coastal access exists at Marina State Beach to the north, and at numerous points within the City of Monterey to the south.

The one public vertical accessway currently utilized lies within the Bay Avenue right-of-way, which runs onto a beach and is accessible from a street. It is currently undeveloped and the only improvements are two signs indicating that walking and fishing are permitted at the beach. Limited parking is available at the end of and along Bay Avenue.

In addition to the Bay Avenue accessway, people have been observed crossing private property at the end of Tioga Avenue to reach a beach to the north, along the blufftop at the old landfill site in the northern end of the City, and at other locations throughout the City to reach vacant coastal sites. The State Parks Department owns some property south of Bay Avenue along Sand Dunes Drive, which currently is undeveloped. However, the property does not front on the beach or water area. People have crossed this dune area to reach the shoreline from Sand Dunes Drive.

Lateral shoreline access along State-owned tidelands is physically unrestricted for approximately one-half mile from the City's southern boundary to the seawall at Tioga Avenue. Beyond this seawall, lateral access continues for some distance north, where a surf zone mining operation and another seawall are located. However, during times of high tide conditions, lateral access beyond the seawall at Tioga Avenue may not be available.

Visual access exists at the end of Tioga and Bay Avenues, where people park their cars to view the ocean. Visual access also is utilized along Vista Del Mar Street (which is currently closed) and along the bluffs at the old landfill site, where people walk to and along the bluffs.

The current level of use of accessways in Sand City appears to be minimal, probably due to the lack of developed facilities and the availability of other accessways within the region. However, no figures are available regarding current levels of use or demand for future access. Public facilities at accessways are minimal except for signs and limited parking at Tioga and Bay Avenues.

The cities of Marina, Monterey, Pacific Grove and Carmel are in the process of developing a regional bicycle path, portions of which will be located within the abandoned Southern Pacific railroad right-of-way. (The right-of-way of the Southern Pacific Railroad and 100 feet on the western side of that right-of-way also are located within the Coastal Zone.) A bike path currently exists from Castroville to Marina, and Marina is in the process of constructing an additional portion. A bike path extends along the coast from the southern boundary of Marina to the northern border of Sand City and Seaside, through Fort Ord property, but does not extend through either city. The cities of Monterey and Pacific Grove are in the process of negotiating with Southern Pacific to acquire the abandoned right-of-way. When fully developed, an 18-mile bike path will exist from Castroville to Carmel.

At this time, no formal planning or negotiations regarding the bicycle path have been made within Sand City. Development of a bike path within the City would provide new access opportunities, and is a crucial link in a regional bikeway. However, it does not appear to be feasible to locate a bike path within or along the railroad right-of-way because Southern Pacific continues to use the railroad in Sand City, and industrial and heavy commercial land uses currently are situated immediately adjacent to the right-of-way. Potential safety problems for bicyclers in an industrial area also present a public safety concern.

An alternative bike path location is along Vista del Mar Street and/or Sand Dunes Drive, which is in existence from Tioga Avenue south into the cities of Seaside and Monterey. There is potential to extend either Vista del Mar or Sand Dunes Drive north of Tioga in order to provide access to future developments. A bike path could be part of this frontage road, and could connect to the bike path from the Fort Ord property.

There are several factors which may restrict future coastal access, including public safety concerns, resource protection and accessway management. Public safety concerns include natural hazards and incompatible existing land uses. Hazards pose a problem due to geologic hazards relating to coastal bluff stability and erosion. The major areas of concern are the bluffs along Vista Del Mar Street, the parking area at the end of Tioga Avenue, and at the old landfill site. Erosion hazards may be present along Vista Del Mar Street, requiring structural improvements to protect this vital access structure.

Existing land uses pose limited constraints for public shoreline access with regard to public safety. Existing sand mining operations, one of which has been determined to be a coastal-dependent use, present safety issues for access resulting from surf zone dragline operations, truck traffic, and the presence of conveyor systems and cables. The sewage outfall line at Bay Avenue, which extends across the beach, may present potential safety hazards. Undeveloped paths over private property may pose safety questions to users, such as over the filled coastal bluff at Tioga Avenue.

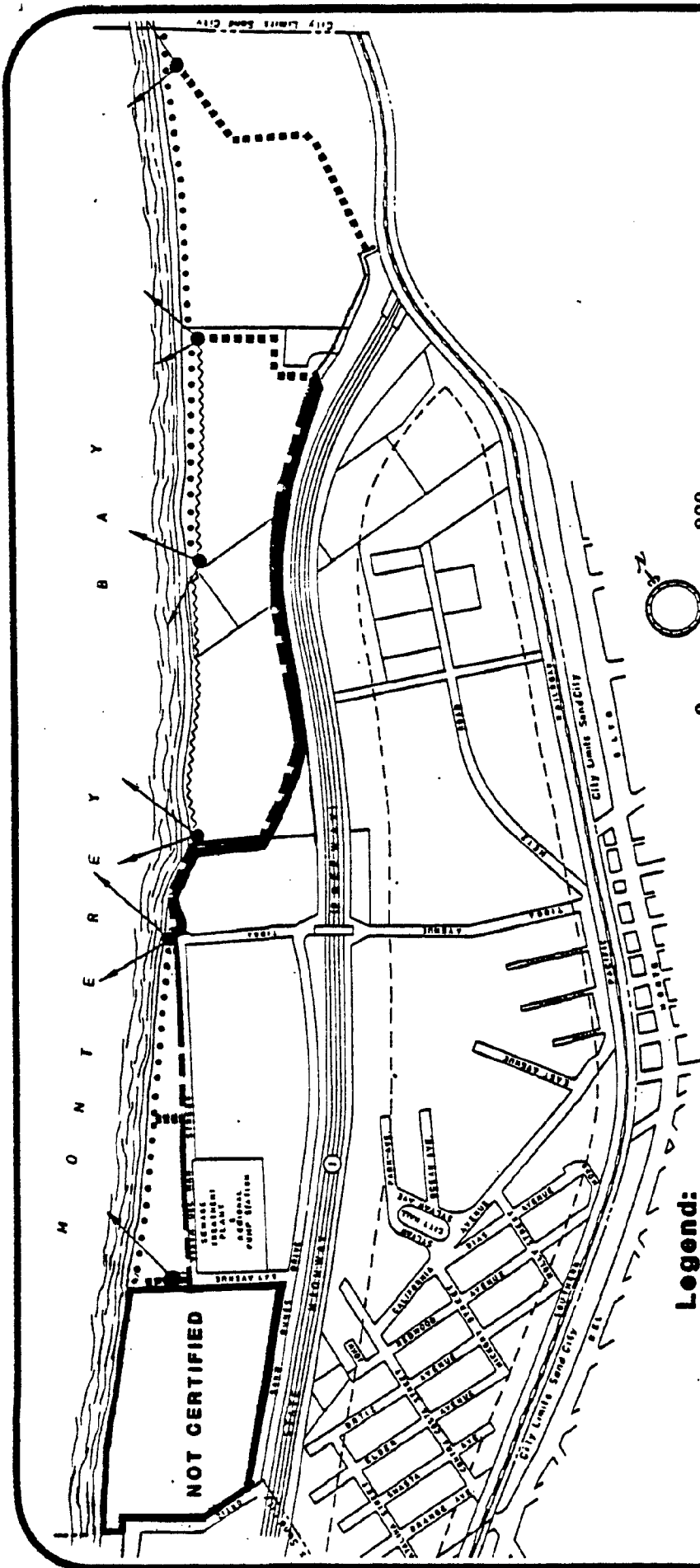
Resource protection involves sand dune management programs. The dune areas in Sand City west of Highway One are in a severely disturbed state. They have been destroyed by human uses over a long period of time. The majority of these dunes are active, characterized by shifting sand and containing no vegetation. Where dunes are stabilized with vegetation, non-native species are dominant. These sand dune areas do not present constraints to future accessway development, unless dune stabilization or restoration programs are implemented. (See Section 4.0, Coastal Resource Management, for more discussion regarding Sand Dunes.)

Management of accessways includes issues of acquisition, development, maintenance and liability, which were discussed in Working Paper #1. Agencies which could potentially manage future accessways, in addition to the City of Sand City, include the State Department of Parks and Recreation, which owns land adjacent to Bay Avenue on the south; CalTrans, which maintains the State Highway One right-of-way through Sand City, and the State Lands Commission. Funds for acquisition, development or limited operation of accessways may be available through the State Coastal Conservancy.

2.3 LCP Policies

2.3.1 Require all future shorefront developments to provide public access in the following manner:

- a) Where access is shown on Figure 4, dedication of a vertical and/or blufftop access easement which meets the criteria established in Policy 2.3.4;
- b) Where no access is shown on Figure 4, dedication of an access easement where it is found to be consistent with the criteria of Policy 2.3.4; or



Legend:

- ~~~~~ BLUFFTOP ACCESS
- FLOATING VERTICAL ACCESS (GENERALIZED LOCATIONS)
- - - - LATERAL ACCESS (SANDY BEACH)
- — — PROPOSED BICYCLE PATH (GENERALIZED LOCATIONS)
- VISTA POINTS
- — — FLOATING PLAN LINE (FRONTAGE ROAD)

SAND CITY LCP LAND USE PLAN
PUBLIC ACCESS PROVISIONS

Figure 4

- c) Where no access is shown on Figure 4, and access dedication cannot be achieved consistent with Policy 2.3.4, payment of in-lieu fees for development and maintenance of other accessways.

2.3.2 Require dedication of lateral access easements for dry sand access along sandy beaches as part of all shorefront development.

2.3.3 Developed public accessways shall at the minimum provide trash receptacles, signs and trail improvements. Vista points shall be located and designed to take full advantage of views to and across the Bay, with provisions for vehicle turnouts where accessible from a public road, signs, and trash receptacles. Developed vista points should be accessible from a public road or accessway.

2.3.4 Work with landowners and public agencies to develop and manage vertical and lateral accessways in the general locations shown on Figure 4. Future developments shall implement safe accessways and improvements as determined by the City. Site specific locations shall be developed as part of future development proposals, and according to guidelines established by the City. The following criteria shall be used to determine the exact location of accessways.

- a) Accessways should be located at intervals commensurate with the level of public use.
- b) Accessways should be sited where the least number of improvements would be required to make it usable by the public, where support facilities exist or can be provided, where public safety hazards are minimal, and where resource conflicts can be avoided or mitigated.
- c) Vertical accessways to the shoreline should be located in areas where there is sufficient beach area, and should be distributed throughout an area to prevent crowding, parking congestion, and misuse of coastal resources.
- d) Accessways and trails should be designed and sited to:
 - 1) minimize alteration of natural landforms, conform to existing contours, blend in with the visual character of the setting, and be consistent with the City's design standards;
 - 2) prevent unwarranted hazards to land and public safety;
 - 3) provide for privacy of adjoining residences and minimize conflicts with adjacent or nearby established uses, and be wide enough to permit placement of a trail and/or fence and a landscape buffer;

- 4) prevent misuse of sensitive coastal resource areas; and
 - 5) be consistent with military security needs.
- e) Coastal access trails should not be located in areas of high erosion or fire hazard or in areas hazardous to public safety (including blufftop areas where bluff stability is a concern), unless the trail is designed and constructed so that it does not increase the hazard potential, or if it is required to correct abuse by existing access use.

2.3.5 Both existing and future surf zone dragline sand mining operations will be required to provide safe lateral public access across dragline operations without unreasonable delays. A definition of unreasonable delays must be adopted by the City and on record at City Hall for public review. All dragline operations must be sign posted to acknowledge the public's right to pass, as well as indicate a safe distance from dragline while it is in operation. Operator of dragline should have a clear view of beach area and dragline.

2.3.6 Future accessways shall be guided away from any dune areas that may be proposed for stabilization or restoration. Where major accessways may be available through dunes to the coast, boardwalks or other appropriate pathways shall be used to protect the vegetation stabilizing the dunes. Other access routes through the dunes shall be restricted.

2.3.7 Protect visual access at the general points shown on Figure 4 by requiring provision of public vista points as part of future developments in these areas. Site specific locations will be developed as part of future development proposals and according to the guidelines set forth in Policy 2.3.4.

2.3.8 Protect private property owners' rights and privacy by directing the public to designated accessways.

2.3.9 New improved accessways shall not be made available for public use until public or private agencies responsible for managing the accessway have addressed the following management concerns:

- a) identification of the types of uses to be allowed;
- b) the need for any seasonal restrictions;
- c) the type of improvements needed, such as signs, gates, trash receptacles, boardwalks, restrooms;

- d) the proposed location, type and amount of parking facilities;
- e) identification of the number of users that can be supported.

2.3.10 Require new development to dedicate and improve accessways, which shall be opened to the public when such accessways are accepted by a public or private agency. An offer of access dedication shall revert to the owner after five years from development project completion (including access improvements) if it has not been accepted by an appropriate public or private agency. Accessways whose title is maintained in private ownership shall remain open to the public during daylight hours subject to a deed restriction recorded on or prior to the time of reversion of the offer of dedication.

2.3.11 Ensure provision of adequate parking for designated pedestrian accessways. Require provision of public parking as part of developments at a rate of 10% above the project's total required parking. The means for providing public parking areas will be the responsibility of State and local governmental entities and private development proposals. The following will be pursued where feasible and consistent with the Plan:

- a) Utilization of State of California Parks Department Properties to provide public parking and other public services and amenities, which provide quick and easy access to beach areas;
- b) Abandonment, when appropriate, of some City paper streets, which then could be utilized for public parking strips, or traded for adjacent properties to form a more logically shaped parking lot; and
- c) The City shall require approved development plans to include a provision for public parking on-site, or provide the property off-site, but in a convenient location to the beach areas, or be assessed an in-lieu pro-rata fee that the City could utilize for public parking and maintenance purposes.

Parking areas should be located in geologically stable areas where they would not cause or contribute to excessive erosion or slope failure. Parking areas shall be screened from public viewpoints through landscaping, berming or other appropriate measure consistent with the Design Standards required in Section 5.3 of this Plan.

2.3.12 Signs which are required as part of accessways shall be designed according to design standards identified in Section 5.3.

2.3.13 All unimproved accessways that are made available for public use shall have signs posted to warn of any possible safety risks, in order to exempt public agencies from any liabilities associated

with accessways. Areas that are closed to the public due to safety concerns and natural hazards shall be signed to prohibit access.

- 2.3.14 Implement a bicycle path as part of a regional bike path. The portion of the bike path designated where no road currently exists shall be developed as part of future development proposals along this road and/or development of the road.

2.4 Recommended Implementation Actions

- 2.4.1 Develop program for financing development of accessways and their improvements. Possible funding sources include the State Coastal Conservancy, U.S. Land and Water Conservation Fund, access easement in-lieu fees, and other appropriate local, state and federal agencies.
- 2.4.2 Develop design guidelines for development of accessways and improvements using Coastal Conservancy Access Standards.
- 2.4.3 Establish development review procedure for the development and implementation of public accessways as part of private developments.
- 2.4.4 Develop a program to provide public parking at designated accessways. Establish standards and possible financing sources.
- 2.4.5 Prepare a bikeway plan to guide the design, planning, development and construction of the proposed bike path and facilities, using the standards and guidelines established by the Coastal Conservancy, the California Bikeways Act, and the State Department of Transportation.
- 2.4.6 Seek funds from the Coastal Conservancy, the State Department of Transportation, and other appropriate agencies for development of a bike path.

3.0 RECREATION & VISITOR SERVING FACILITIES

3.1 Coastal Act Policies

Section 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.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Neither the Commission nor any regional commission shall either: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel or other similar visitor serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already provided for in the area.

Section 30222

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over

private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223

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

Section 30224

Increased residential boating uses of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Section 30250(c)

- (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast 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.

Section 30253(5)

New development shall . . .

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

Section 30254

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

3.2 Background

Currently there are no developed recreational or visitor serving facilities within Sand City. Beach recreation is currently the primary type of recreation in the City. There is an existing beach that extends from the City's southern boundaries beyond Monterey Sand Company's seawall. However, beyond Tioga Avenue, parts of this beach area may be inundated during high tide. North of Monterey Sand Company's mining operation and seawall, there is another stretch of beach extending to the City's northern limits. However, future utilization of this beach may be constrained by the existing steep bluffs, which limit access opportunities.

The main area of beach recreation is the area between Bay and Tioga Avenue which is utilized to some degree for fishing, walking and viewing the coast and the Monterey Peninsula. Drivers commonly park their automobiles at the ends of Bay and Tioga Avenues in order to enjoy the visual resources of the Monterey Bay. The City of Sand City has posted signs indicating that walking and fishing are permitted at the end of Bay Avenue, and south from Tioga Avenue along the closed portion of Vista Del Mar Street. Off road vehicles have been observed in the dune area south of Bay Avenue, although the City has an ordinance prohibiting use of off road vehicles.

The State Department of Parks and Recreation currently owns some land within Sand City. Located south of Bay Avenue, it is an area of active sand dunes, characterized by shifting sand due to the absence of

stabilizing vegetative cover. The properties in Sand City were originally acquired as part of the South Monterey Bay Dunes Project. The majority of the land for this future park is located south of Sand City within the City of Monterey.

It was originally proposed that the state parklands in Sand City would be used for coastal access and beach recreation, with a parking lot to be located outside of the City. Because the State does not own any ocean-front property, and their lands are separated from the shoreline by privately owned property, access and beach uses could be limited. It seems appropriate that these state owned properties, at least in part, could be utilized to provide public parking (as well as open space) for beach access. A dune management program was also originally envisioned by the State for these lands. Generally, dune management programs require restrictions on public use in order to allow time for vegetation to re-establish itself. If public parking were to be provided on some of the state owned property, it would have to be coordinated with a dune management program.

At this time, the South Monterey Bay Dunes Project is not an operating state park, and there are no foreseeable plans for development of the acquired properties in the near future. The acquired sites in Sand City are interspersed with private holdings, and are likely to remain in open space, as the State has no plans to sell the land.

Currently there are no commercial or recreational fishing-boating facilities in the City. There is no commercial fishing that is established off of Sand City's coastline. Future establishment of boating facilities off of Sand City's coastline would still come under Coastal Commission jurisdiction and permit authority. However, permit authority for an inland marina (inland of the mean high tide line) would be delegated to the City. Recreational surf zone fishing along the coastline does exist, but does not require any special facilities.

It does not appear that boating facilities would be feasible in Sand City due to wind and wave conditions. However, there is not any data available to determine feasibility. Section 30224 encourages provision of new boating facilities in natural harbors, new protected water areas and in areas dredged from dry land. The option for future recreational boating facilities in Sand City should be left open, but only contingent upon geologic and other feasibility studies.

Although currently there are no developed recreational or visitor serving facilities in Sand City, existing facilities on the Monterey Peninsula were evaluated to help determine visitor demands in Sand City. It was found that visitor days spent on the Monterey Peninsula increased from 4 million days in 1965 to 8.8 million days in 1976, more than doubling in ten years. Projections made by the City of Monterey indicate that the visitor days spent on the Peninsula could reach 15.3 by 1985, nearly twice as many as in 1976. This increase can be attributed in part to improved accessibility to the Peninsula, improved facilities such as the Monterey Peninsula Conference Center, and additional cultural and sporting events.

Visitor serving and recreational uses on the Peninsula take several forms. A variety of overnight lodging facilities (i.e., hotels/motels, campgrounds and recreational vehicle parks) are available on the Peninsula within a wide range of rates.

State and regional parks and beach areas provide opportunities for walking, sightseeing and general beach uses. There are numerous parks and visitor-serving attractions in the Monterey Peninsula region, which are shown in Figure 5. In the vicinity of Sand City, there are two state parks and a regional park facility (Laguna Grande), which is being developed immediately southwest of Sand City. In addition to parks, commercial recreation is available on the Peninsula, including golfing, recreational fishing, boating and scuba diving.

The main recreational uses on the Monterey Peninsula are associated with visitor-serving facilities, especially hotels and motels. Demand for this type of visitor serving facility is high and is expected to increase, according to projections made by the Associated Monterey Bay Area Governments (AMBAG). Demands for public recreational facilities appear to be lower than for visitor serving facilities. Although over a million people visit State parks annually, the majority of the Peninsula's total day visitors are sightseers, golfers, and special event visitors rather than State park visitors. The existing parks in close proximity to Sand City will help meet regional recreational demands.

The availability of land in Sand City can help meet regional visitor serving demands. Nearly half of the lands west of State Highway One are vacant. This presents many opportunities for visitor serving commercial and recreational uses.

3.3 LCP Policies

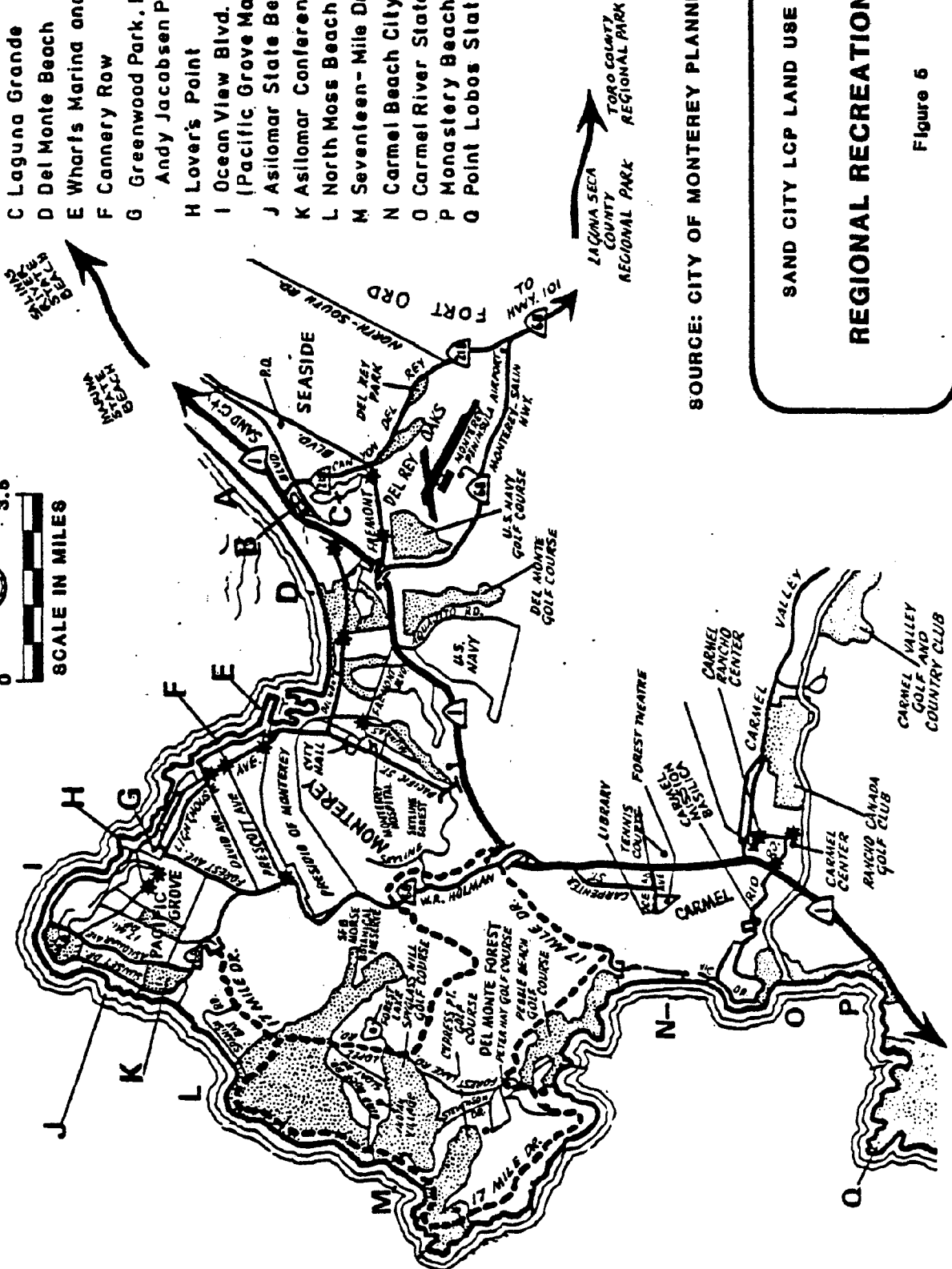
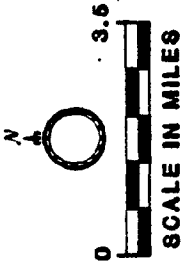
3.3.1 Visitor-serving and public recreational uses are given priority west of State Highway One, as designated on the Land Use Plan Map in Section 6.0. Development of these uses shall be consistent with the protection of natural and visual resources.

3.3.2 Encourage development of visitor serving facilities that provide services which meet a range of visitor needs. Provision of visitor facilities and services open to the general public, such as but not limited to state park facilities, dedication of sandy beach, and development of viewing areas and sheltered areas, is expected as part of each shorefront development project. Lower-cost visitor serving facilities such as campgrounds are encouraged.

3.3.3 Permitted uses in areas designated as visitor serving commercial include hotels, motels, accessory shops (including gift shops, travel agencies, beauty shops, et cetera), food service establishments, service stations, recreation retail shops and services (i.e., bike rentals), campgrounds, recreational vehicle parks and

Legend:

- A Seaside Beach
- B Roberts Lake
- C Laguna Grande
- D Del Monte Beach
- E Wharfs Marina and Harbor
- F Cannery Row
- G Greenwood Park, Berwick Park, Andy Jacobsen Park
- H Lover's Point
- I Ocean View Blvd. and adjacent coast (Pacific Grove Marine Gardens Park)
- J Asilomar State Beach
- K Asilomar Conference Grounds
- L North Moss Beach & South Moss Beach
- M Seventeen-Mile Drive
- N Carmel Beach City Park
- O Carmel River State Beach
- P Monastery Beach
- Q Point Lobos State Reserve



SOURCE: CITY OF MONTEREY PLANNING DEPT.

SAND CITY LCP LAND USE PLAN

REGIONAL RECREATION AREAS

Figure 6

other recreational facilities operated as a business and open to the general public for a fee. Permitted uses in areas designated as public recreation include public parks, picnic areas, parking areas, sandy beaches and accessways which are publicly owned or over which access easements are to be required as a condition of development. In addition to areas designated public recreation on the Land Use Plan Map, public recreation also means public uses within development projects such as picnic areas, wind shelters, promenades or other indoor public recreational area uses where outdoor recreation may not be favorable; other support facilities for public recreational uses; and controlled public access and/or educational programs in areas of dune restoration programs.

- 3.3.4 Permitted timeshare residential units shall be restricted to purchase in 31-day maximum increments and to occupancy for 31-day maximum periods.
- 3.3.5 Require proposed visitor serving and recreational developments to comply with development and design standards presented in Sections 5.3 and 6.4.
- 3.3.6 Encourage the State Department of Parks and Recreation to maintain and develop State owned lands in Sand City, or to evaluate options for land exchanges or consolidation of holdings in order to develop viable recreational uses in another area more suitable for public recreation.
- 3.3.7 Encourage the State Department of Parks and Recreation to develop, or allow the development of, public parking facilities on a portion of their property holdings in Sand City.
- 3.3.8 Require all visitor serving developments to provide adequate parking for the project users, commensurate with the proposed use. The developer will have to provide an adequate number of parking spaces to suit that development, including any public uses on-site. In addition, the developer will be required to provide additional public parking at a rate of 10% above the project's total required parking, consistent with Policy 2.3.11.
- 3.3.9 Ensure provision of adequate public beach recreational areas for public use commensurate with future population growth and development, and compatible with existing development. Require the dedication of all sandy beach areas seaward of the toe of the dune, bluff or shoreline protection device as a condition of future development.
- 3.3.10 Provide parks and open space areas for City residents at a level commensurate with the City's population. New residential developments shall provide parks and open space areas for the residents of the development or pay in-lieu fees for resident park development elsewhere in the City.

3.3.11 Permit future development of a recreational boating facility only if required geologic, environmental and economic studies demonstrate its feasibility. This may need to include the provision for a newly protected water area, such as could be provided by a breakwater or groin. The Coastal Commission will maintain jurisdiction and permit authority over all area seaward of the mean high tide line. The City would expect that other agencies acting on such a project would ensure that construction of such structures will not adversely impact Sand City's shoreline.

3.4 Recommended Implementation Actions

- 3.4.1 Revise Zoning Ordinance to include visitor serving and public recreation designations.
- 3.4.2 Develop parking standards for visitor serving developments. Further standards will need to be established for public parking. (See Implementation Action 2.4.4.)
- 3.4.3 Develop a Park Dedication Ordinance to require developers of residential properties to provide on-site recreational areas for residents or to dedicate in-lieu fees for park development in another area. Standards should be developed to determine the amount of dedication commensurate with the level of development, and this should be included in the Ordinance.

4.0 COASTAL RESOURCE MANAGEMENT

4.1 Coastal Act Policies

Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes.

Section 30231

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

Section 30233

- (a) 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:
- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - ...
 - (5) 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.

- (6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- (7) Restoration purposes.
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wild-life habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

...

Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish-kills should be phased out or upgraded where feasible.

Section 30240

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

Section 30244

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Section 30253

New development shall:

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

4.2 Background

4.2.1 Shoreline Sand Supply and Sand Mining

Permanent long-term erosion of the coastline has generally occurred along Monterey Bay over the past 60 years. In the past, there has been quite a bit of data generated in an attempt to calculate a sand budget for the southern Monterey Bay region. However, because various researchers have made different assumptions regarding the various factors influencing sand transport, an accurate sand budget has not been agreed upon.

Average annual erosion rates for Sand City in general, as estimated by previous researchers, range between 1.4 and 5 feet per year. Typically, it has been found that permanent coastal erosion takes place along the cliffs and bluffs as a result of major storms. There may be no erosion for many years, and then significant erosion will result. In addition, erosion rates will vary at different points along the coast due to differences in wave refraction, type of topography, and location. Thus, an average uniform erosion rate cannot be applied to Sand City's coastline.

Currently, two existing sand mining operations in Sand City utilize the surf zone and sand dunes as sources of sand. The sand mined by Monterey Sand Company is from the surf zone and is unique and classified as "specialty" due to its physical characteristics, including its range of grain size. The surf zone of southern Monterey Bay is one of few locations which produces this type of sand. As a result, Monterey Sand Company's mining operations have been determined to be "coastal dependent" by the Coastal Commission. Lone Star Industries currently mines sand on its property for use as construction grade sand, which is not considered a specialty use.

The major issues regarding surf zone sand mining are whether it contributes significantly to erosion (because it removes sand from beaches that protect bluffs) and its overall impact on longshore sand transport. Based on review of available documented studies to date, there is no conclusive evidence regarding the contribution of sand mining to coastal erosion.

Most researchers are of the opinion that sand mining probably contributes to coastal erosion, but studies conducted to date have not reliably quantified the extent of the presumed contribution to erosion and thus provide limited basis for attempting to determine whether the presumed contribution is "significant." In the absence of reliable quantified documented evidence, it cannot be concluded that sand mining contributes significantly to coastal erosion.

The actual sand mining operations (bucket and drag line) apparently do not permanently damage the surf zone, because the removed sand is quickly replaced. However, in late summer and early fall, it may take several hours for the sand to be replaced. It appears that the impact of sand excavation is insignificant in comparison with the disturbance caused by common rip currents.

Determining the quantitative impacts of surf zone sand mining on coastal erosion would require an expensive, involved study because it would deal with monitoring the coastline and movement of sand over time. Several years ago, it was projected that over a period of five years such a study would cost at least \$500,000. While it was generally agreed that such a study would provide meaningful data, it was also recognized that there was no assurance that the study, or even a study over a duration as long as 20 or 30 years, would yield a conclusive result on the issue of sand mining's contribution to coastal erosion. Consequently, requiring such a study as a condition of approval of new or expanded surf zone sand mining appears to be unjustified and infeasible.

If new surf zone mining operations or expansion of existing operations are proposed in the City, data should be required in order to fully assess impacts, if any, and mitigations. Expanded operations mean a significant increase in dragline capacity through the use of multiple draglines. Any proposed new or expanded surf zone mining operations will require a Mining Permit. The Mining Permit will be processed according to the standards of the State Mining and Reclamation Act as well as the LUP Policies. The City will in its Implementation Program, through a mining ordinance, require that existing mining participate in a shoreline erosion monitoring program. The City cannot approve a permit if it finds that the mining has a significant adverse impact on the shoreline, as set forth in the policies. It is also noted that the Coastal Commission (and the State Lands Commission) will retain jurisdiction over mining seaward of the Mean High Water (MHW) line and the City will regulate through the Mining Permit and Coastal Permit the areas above the State's boundary. Mining either below or above the MHW line impacts shoreline erosion and therefore the City finds the following policies as being necessary to implement its LCP.

Sand dune mining has also occurred within the City. The quality of sand from dunes is not as high as that mined from the surf zone for use as specialty sands. Lone Star Industries mines dune areas on their property in the northern portion of the City, west of State Highway One. The sand dunes west of Highway One are in a disturbed condition and contain no natural habitat communities. While sand dune mining may not affect habitat areas, it removes vegetation, thereby reducing dune stability and creating conditions for blowouts. Dune mining may also impact visual resources by causing alteration or loss of a unique landform.

Several agencies regulate mining operations in the City. Permits are required from the U.S. Army Corps of Engineers and the California State Lands Commission for surf zone mining. The State Surface Mining and Reclamation Act of 1975 requires cities and counties to prepare an ordinance to regulate surface mining operations and the preparation of reclamation plans. Pursuant to this Act, the City will require all surface mining operations to obtain a mining permit from the City. In addition, all surface mining operations must submit to the City for approval, a reclamation plan prepared on City applications as called for by the Act. The plan must identify uses of the land after reclamation and how the reclamation will be accomplished. Sand City has a draft ordinance and reclamation plan application, which has been reviewed by the State and has been determined to be in conformance with State law.

4.2.2 Protective Shoreline Structures

Coastal bluffs and dunes within Sand City are subject to erosion, and efforts to protect these bluffs from erosion have been made over the past twenty years. There are 3 areas of existing seawalls within the City. These seawalls are actually bluff protective structures rather than an actual wall and consist of rip-rap and liquid concrete being poured into the voids of the structure to bind the structure together. There is no documented evidence that existing seawalls in Sand City have had negative effects on the local sand supply, and long-term impacts of seawalls on sand movement cannot be determined without data from a coastal monitoring study.

In the past, seawalls in Sand City have been maintained to a large extent with unconsolidated materials. This method of maintenance is not efficient for long-term bluff protection, is unsafe, may interfere with public access, and may visually degrade the shoreline area. Concerns also have been expressed regarding impacts of liquid concrete on onshore marine organisms. However, this appears to be a minimal impact.

The Coastal Act permits the construction of seawalls, groins, breakwaters, revetments, cliff retaining walls and other similar devices that alter natural shoreline processes in the following situations:

1. to serve coastal-dependent uses, and
2. to protect existing structures or public beaches in danger from erosion.

The Coastal Act prohibits the construction of protective devices for new development which would substantially alter natural landforms along cliffs and bluffs. The portions of Sand City's coastline which are not currently protected by seawalls are not in a natural condition. Most of the unprotected area consists of active shifting sands that have been severely impacted over time and are not in a natural condition. The dune area in the northern part of the City has been mined and also is not in a natural condition. There is also a bluff area that was once used as a landfill site. As a result, part of the bluff is manmade, and unconsolidated materials from this use are eroding from the bluff.

Nearly half of Sand City's coastline is undeveloped and is susceptible to coastal erosion. In the Monterey Sand Company Case (P-78-552), Commission staff seemed to suggest that the threat of erosion to existing public facilities (Vista del Mar Street and the Sewage Treatment Plant) was a real possibility when they stated:

Much of the erosion occurs during major ocean storms. . . . Public beaches and dunes at Marina, Sand City, and Seaside are affected by erosion. Public works facilities at Sand City and Marina are located just inland from the retreating bluffs. Also there are some private properties which lie close to the receding shoreline, most notable the Holiday Inn within the City of Monterey's boundaries.

Protection of Sand City's shoreline from further erosion, whether developed or vacant, is a critical factor in securing the long term protection of the City's existing structures, public facilities, and public health and safety. Protection of Vista del Mar Street will secure an important public access route. The existing sewage treatment plant and new regional pump station and pipeline are critical links in a regional sewage treatment program. It is apparent that the existing structures and public facilities near the City's shoreline are vital to serve the public benefit, and their long term protection must be secured. In considering future coastal developments as well as existing structures (such as Vista Del Mar Street, the sewage treatment plant, individual privately owned businesses, and State Highway One), some type of structural protective device may be necessary. The structures should be designed to eliminate or mitigate adverse impacts on local shoreline sand supply, based on findings of site specific geologic reports.

Once constructed, seawalls require periodic maintenance, including replacement of rocks that have become dislodged, or addition of rocks. Appropriate materials for maintenance of seawalls include liquid concrete, granitic rocks and sand. Methods of maintenance of existing seawalls will be in accordance with standards adopted by the City.

Construction of new seawalls is the dominant issue regarding shoreline protective measures. However, it should be mentioned that devices such as groins and breakwaters also could affect shoreline processes because they serve to trap sand upcoast and may accelerate erosion downcoast. In 1972, construction of a groin to create a public beach north of Bay Avenue to Tioga Avenue was determined feasible from an engineering standpoint. It also was found that there would be sufficient recreational demand to warrant its development. At the time, it was determined to be economically feasible, although it would not have been financially feasible for the City of Sand City. The project never was initiated.

If similar proposals were developed in the future for recreational or coastal dependent uses, there would be additional environmental factors to be considered, such as the impacts on sand transport. In addition, complete economic and engineering studies would be necessary. However, the options for this type of project should be left open, even though the costs of such a project today may be prohibitive. It should be noted that Sand City does not have jurisdiction over projects seaward of the mean high tide line.

4.2.3 Natural Hazards

Several natural hazards have been identified within the Coastal Zone. These hazards have been grouped into 3 categories, as follows:

1. Geologic hazards, including seismic hazards, fault rupture, ground-shaking, liquefaction, ground lurching and lateral spreading, tsunamis and seiches, landslides and erosion;
2. Flooding; and
3. Fire.

Sand City, as well as the surrounding region, is located in a seismically active area. The major fault zones in the vicinity are the San Andreas (located approximately 20 miles to the northeast), the Monterey Bay fault zone (located immediately west of Sand City in the Monterey Bay), and the Hosgri-Palo Colorado-San Gregorio. These are all considered to be seismically active and capable of generating major earthquakes. In addition, there are fault traces underlying Sand City which are essentially concealed onshore traces of the Monterey Bay Fault Zone, and therefore should be considered to be active for preliminary planning purposes. These faults are buried and their locations are inferred, as shown in Figure 6. In order to assess the potential hazard to any proposed structures, these faults should be located accurately in the field, and an investigation of their degree of activity should be made.

Recognizing the seismic risk in the region, several potential earthquake hazards should be considered for impact in the Sand City area. These hazards include primary effects of fault surface rupture and ground shaking, as well as secondary effects, such as liquefaction, landsliding, ground lurching, lateral spreading, tsunamis and seiches. It is likely that the Sand City area will experience strong seismic shaking in the future. Fault movement causing ground shaking is the most significant hazard to manmade structures, which could cause widespread damage.

Investigation by Geoconsultants indicates that the liquefaction potential of sand deposits along the Monterey Coast beaches ranges between "moderate to high" and "low to moderate." The possibility that liquefaction may occur exists in Sand City, although there is not any data to identify specific locations. Liquefaction potential should be investigated as part of geologic investigation required for individual project proposals. Such investigations will determine site locations that will be subject to liquefaction and will present mitigation measures.

Because Sand City lies along the Pacific Coast, it may be subject to tsunami hazards. Tsunami, also known as seismic sea wave, is a large ocean wave generated by an earthquake or some other force causing water displacement in the ocean. Projections of distant source tsunamis indicate that the 100- and 500-year events would have a runup of 1.8 meters (6 feet) and 3.5 meters (11.5 feet), respectively. It should be noted that although local-source tsunamis also may affect the area, no

LEGEND

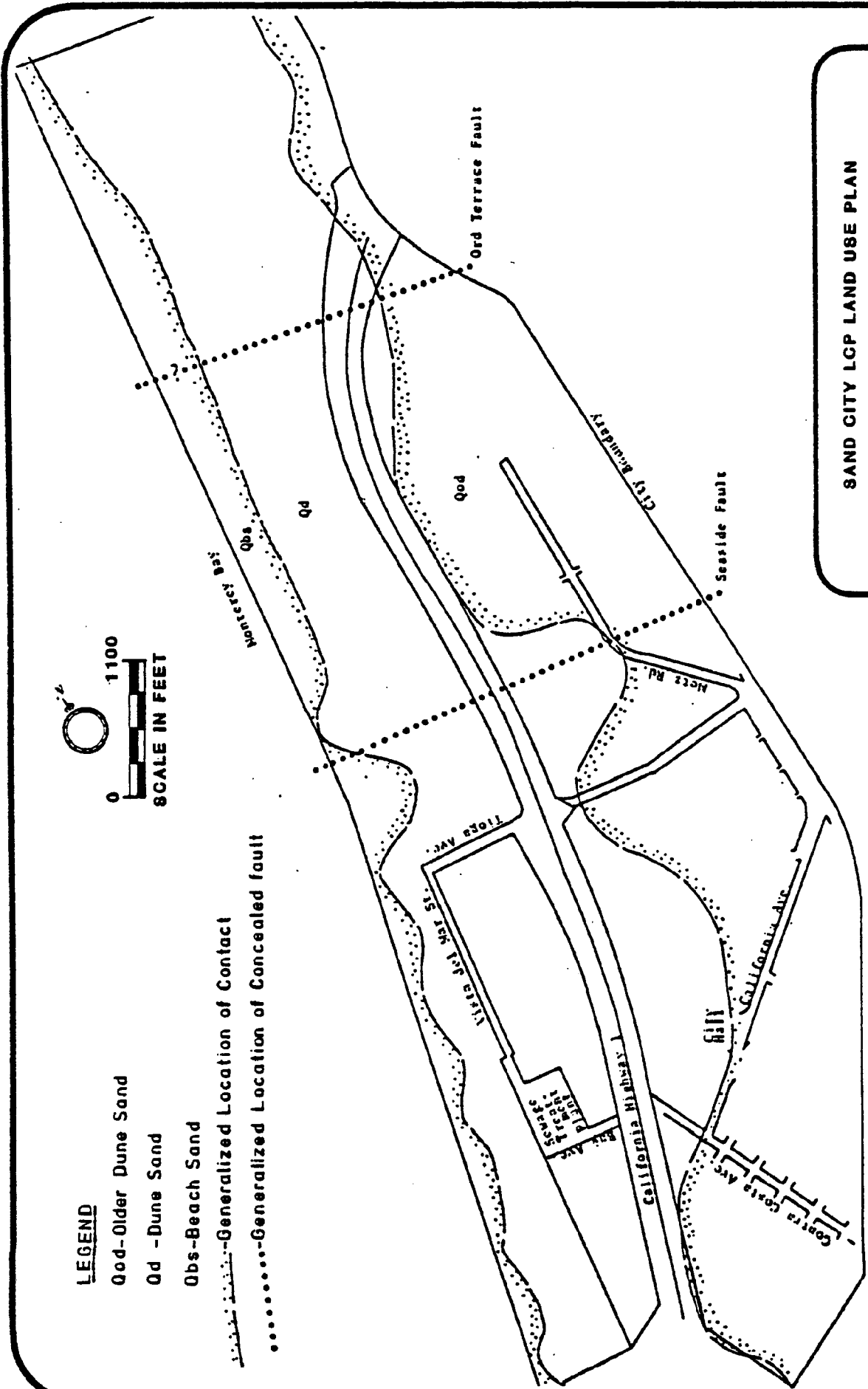
Qod-Older Dune Sand

Qd -Dune Sand

Obs-Beach Sand

---Generalized Location of Contact

.....Generalized Location of Concealed fault



SAND CITY LCP LAND USE PLAN

LOCAL GEOLOGY

Figure 6

SOURCE: GEOCONSULTANTS INC.

precise run-up hazard has been determined for these events as yet. In view of the potential hazard impacts resulting from tsunamis, these hazards should be evaluated in all future development plans for the lowest lying portions of the City.

The unconsolidated beach sands and dunes of Sand City may be considered to be unstable in that the loose sands are easily transported by wind or water. Landsliding, in the form of slumps, however, presents a potential hazard only in areas of steep bluffs.

It is generally agreed that the Monterey Bay shoreline has experienced permanent long-term coastline erosion. However, there have been substantial differences in calculations regarding an estimated average annual erosion rate. It is apparent that the relative amount of cliff retreat, with particular response to the influence of human activities, including mining and urbanization, cannot be quantified with any degree of certainty at the present time.

Floods become catastrophic only when people occupy the floodplain of a major drainage area. The 13.4 square mile Canyon Del Rey Basin bordering Sand City to the south is the largest drainage basin of the Monterey Peninsula. The Monterey County Flood Control and Water Conservation District has classified this basin as having inadequate drainage to handle historical and future floods. However, Sand City is not in a flood hazard area as determined by the Department of Housing and Urban Development Federal Flood Insurance Maps, except for the southwestern tip of the City and the potential for inundation by storm waves, tsunamis or seiches. Individual project proposals should specifically analyze and mitigate these potential hazards.

Fire hazards are assessed according to structure size and occupancy, type of use and distance from the fire protection agency. The hazard can be increased when water lines are inadequately sized and pumping capacities are below requirements.

In Sand City fire hazard problems do exist. Large warehouses and manufacturing areas create safety concerns. The type of use should be evaluated and an appropriate safety program implemented for each one of these businesses. In addition, undersized water lines should be replaced, pumping and storage capacities increased and the street circulation system improved and upgraded.

It is not expected that limited access to land on the oceanside of Highway One will influence response times. The existing fire response time is less than 5 minutes. Any new development in Sand City will be required to provide fire hydrants, access and fire prevention infrastructure as required by the Uniform Building Code.

4.2.4 Sand Dunes and Environmentally Sensitive Habitats

One of the most distinctive coastal landforms in the Monterey Bay region is that of the Monterey Sand Dune complex, which extends from the Salinas River south to Canyon del Rey. The State and previous Coastal Commission decisions have identified the Monterey Sand Dune complex as one of the largest dune complexes on the west coast, and therefore, as a whole, is characterized as a unique resource.

Generally, dunes provide aesthetic amenities, erosion protection from wind and storms when stabilized by dune vegetation, and in some areas dune habitats continue to display fine examples of native vegetation within a fragile ecological community. On a regional level, the best example of natural dune environment is at Salinas River State Beach.

Sand City's Coastal Zone has two distinct dune areas: the area west of State Highway One and the area east of State Highway One. An ecological survey performed in Sand City found that, generally, all dune areas have been highly degraded and are in a disturbed state, especially in the area west of State Highway One. As such, the City's dunes are probably the most degraded within the regional Monterey dune complex.

The remaining dune areas also comprise a large portion of the City's vacant land. As such, they are left to compete with other land uses and resource demands such as mining, recreation, potential residential/urban development, habitat areas, potential storm protection, and visual resources.

The dunes west of State Highway One are in a severely disturbed state. Due to human uses over time, the original dune landform in this area is generally absent. The majority of the dunes are active, characterized by shifting sand. Little plant life has established itself on these dunes, and where there is vegetation, it is dominated by non-native invasive vegetation. The area provides no natural habitats, although some native species are found. The dunes have other valuable qualities, however, including visual qualities and the potential for wind and erosion protection when stabilized with vegetation.

The area east of State Highway One is more diverse compared to the area west of State Highway One, having been impacted less; however, it is still a disturbed area. Within this area (east of State Highway One), there are 5 scattered locations which contain remnants of the fragile Coastal Strand community or ecotones between it and inland communities. These areas contain a variety of native species and some rare and endangered species, including the rare wallflower, the rare Monterey ceanothus, the rare and endangered Sandmat manzanita, and the food species--buckwheat--for the rare and endangered Smith's Blue Butterfly.

The Coastal Act defines "environmentally sensitive" habitat areas as:

any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

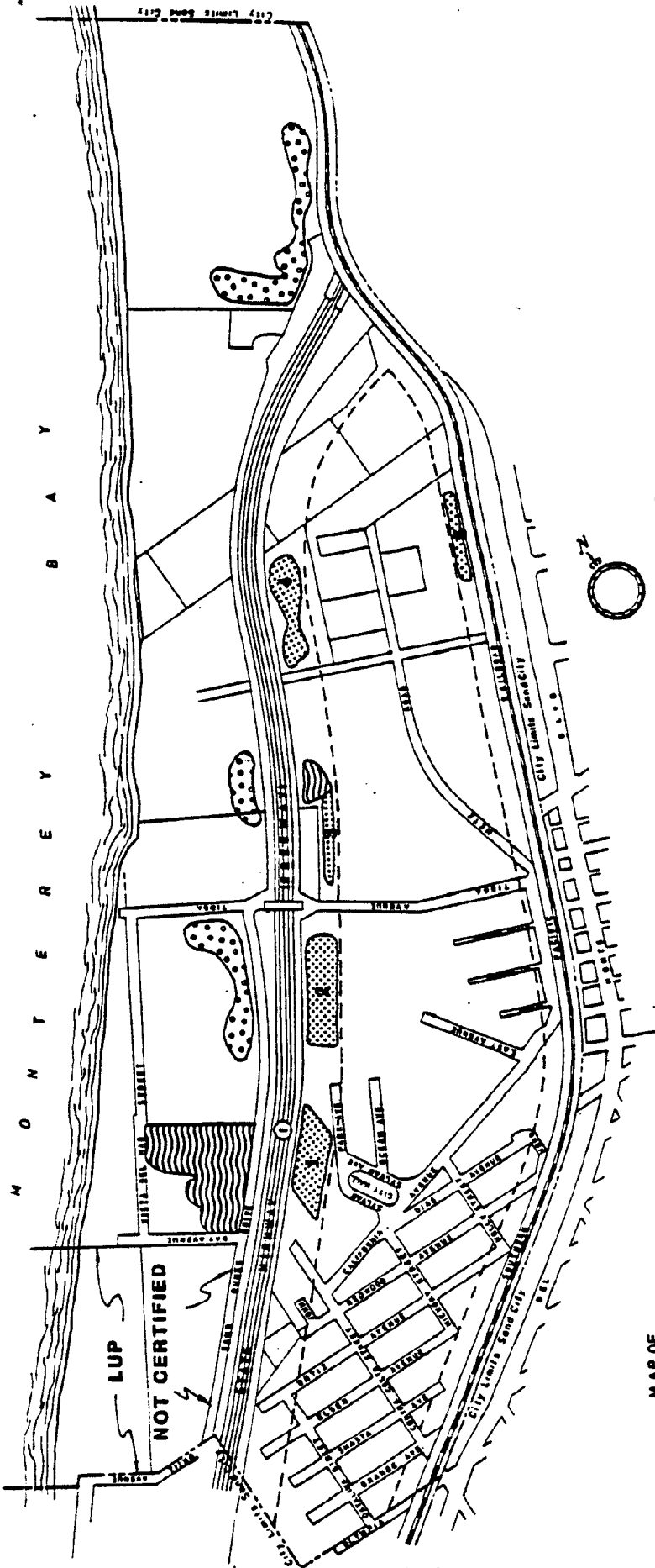
Due to the presence of rare and endangered species east of State Highway One, these areas are considered environmentally sensitive habitats, even though they have been impacted over time and are in a disturbed state. These areas are shown on Figure 7 and indicate generalized locations of habitat areas. The Biological Survey conducted as a part of the LCP identified only generalized locations of potential rare and endangered species. No specific locations were identified. In many instances, only a "few" rare species were noted within a large area.

The Coastal Act requires protection of habitat values within environmentally sensitive areas. This means not only protection of rare and endangered plants, but also protection and/or enhancement of the dune coastal strand community within the environmentally sensitive habitat area. In Sand City, generalized locations of sensitive areas have been identified. Future developments within these areas will be subject to site specific review to determine exact locations of habitats and to incorporate mitigation measures to minimize habitat impacts. The entire area identified as an environmentally sensitive habitat must be protected, not just individual plants. Because these areas consist mostly of disturbed remnants of the coastal strand habitat, mitigation based on individual project proposals is the best method to minimize impacts.

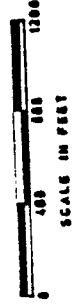
Future development west of Highway One (where no environmentally sensitive habitats exist) should consider dune management programs as part of the development. Future dune management programs can take the form of stabilization and/or restoration. Dune restoration means that the dunes are restored to their native plant condition. This is a long-range process, laborious, generally cannot be applied on a large scale, and requires rigid control of human access in order to be effective. It appears that dune stabilization is a more practical process than dune restoration; however, it involves utilization of exotic species. While stabilization provides an immediate solution to the problems of active sand dunes, it often leads to long-range elimination of native plant communities. The existing State Parks property offers an opportunity for reconstruction or restoration of the native dune habitat (the portion of Area 2 owned by the State, identified in the Land Use Analysis in Appendix E).

4.2.5 Marine and Water Resources





Section 30230 of the Coastal Act refers to the protection of marine resources. Currently there are two uses which may impact marine resources. One relates to use of liquid concrete for seawall maintenance. There has been concern in the past that water used to wash empty concrete trucks



MAP OF
CITY OF SAND CITY



Legend :

-  SENSITIVE HABITAT AREAS
(Generalized Locations)
-  HABITAT RESTORATION AREAS
-  DUNE STABILIZATION / RESTORATION AREAS
(Within Future Developments)
-  ARCHAEOLOGICAL SENSITIVITY AREAS

SAND CITY LCP LAND USE PLAN

COSTAL RESOURCES

Figure 7

was being discharged into Monterey Bay. As a result, the property owner agreed to construct an on-site percolation pond in order to retain the washwater. Another concern was that liquid concrete smothers organisms found in the sand. However, this appears to be a minimal impact, which can be mitigated through regulation of seawall maintenance methods.

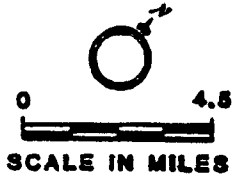
The other impact relates to the sewage treatment plant in Sand City. Currently the plant discharges primary treated sewage into the Monterey Bay. As part of a regional sewage treatment program, a pipeline is currently being constructed which will extend from the City of Monterey's treatment plant to a location north of Marina. It will carry the discharge from all Peninsula cities, including Sand City, and discharge into the Bay via a deep water outfall north of Marina. Discharge into the Bay from Sand City will be eliminated upon completion of the pipeline, which is anticipated in 1982.

The Seaside Aquifer provides water for Sand City and other Peninsula areas. The general location of the aquifer, as it is presently known, is shown on Figure 8.

There has been concern in the past regarding water supply and quality in this aquifer. According to the U.S. Geological Survey (U.S.G.S.) Water Resources Inventory Report #82, the aquifer was overdrafted between 1966 and 1977. However, the aquifer is presently not in an overdrafted condition. There is a surplus of water which has been recommended to aid in the prevention of saltwater intrusion.

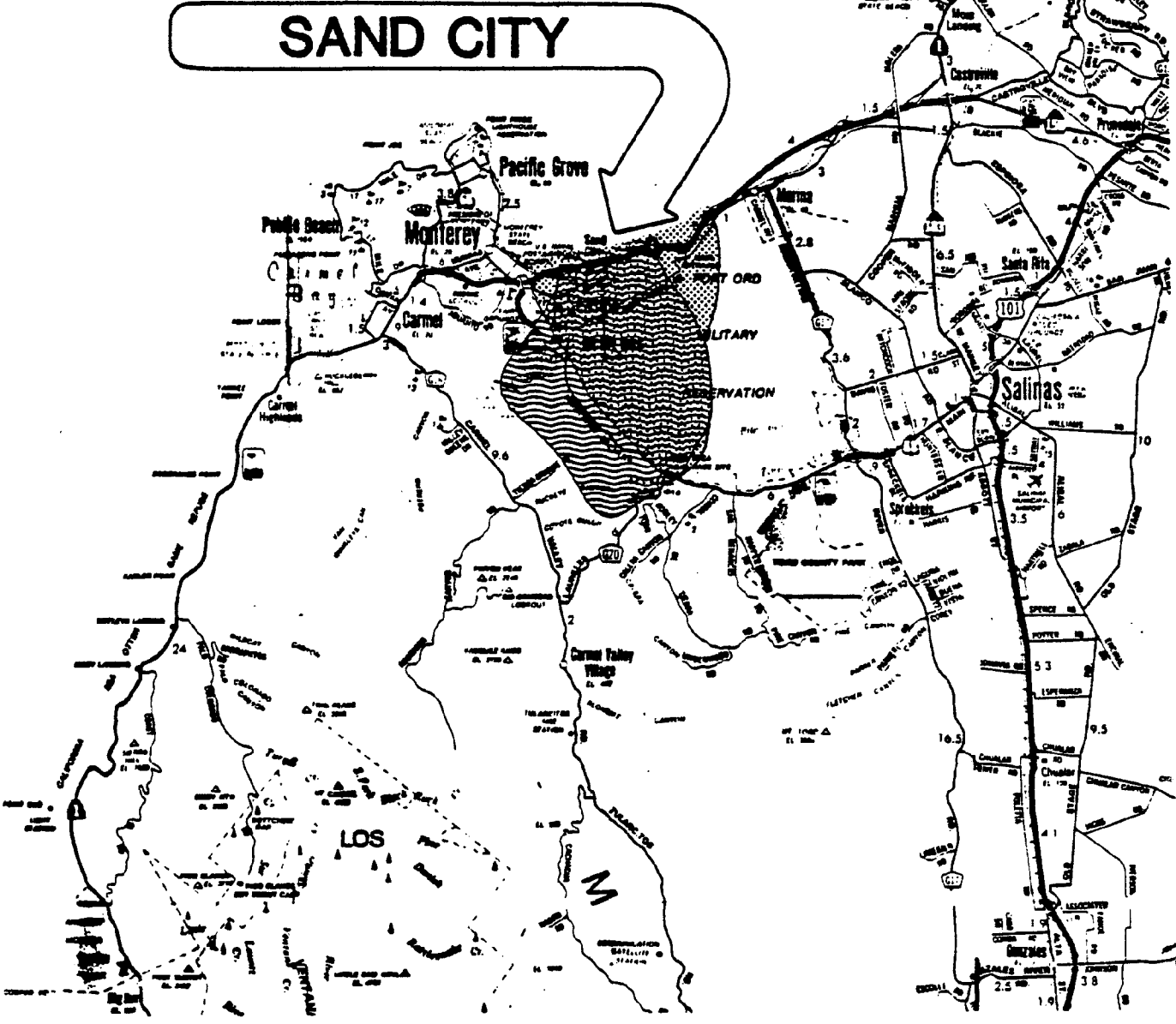
Saltwater intrusion has occurred within the Seaside/Sand City vicinity, in two wells monitored by the U.S.G.S. This was a localized situation, occurring in wells close to the coast, where pumpage has lowered water levels to below sea level. Well analyses in other Seaside wells do not show that seawater intrusion has occurred. A well monitoring program was recommended by the U.S.G.S. to be used as an early warning system for potential groundwater problems.

Additional new water wells in Sand City could create an overdraft which could lead to seawater intrusion; however, this cannot be substantiated. It would depend on the location and pumpage of the well, and the accuracy of available water supply data. A new well water system would not be allowed without the approval of the Monterey Peninsula Water Management District (MPWMD). The District has the authority to approve or deny any new water well system proposals. The City only has authority over new water well systems through conditioning of development proposals. Permit authority is granted to the MPWMD for new well water systems. The District would review the available water data, the proposed well water system, its use and pumpage, and evaluate potential overdraft and saltwater intrusion impacts. Review and approval through MPWMD provides adequate management of potential overdraft and saltwater intrusion impacts. In support of MPWMD's review and permit authority, the City should incorporate these requirements into City development review.





SAND CITY

Monterey Bay



Source: AAA

Legend:

-  APPROXIMATE GROUNDWATER STORAGE BASIN
-  APPROXIMATE WATERSHED BOUNDARIES

SAND CITY LCP LAND USE PLAN

SEASIDE AQUIFER

Figure 8

In addition, requiring quality monitoring on new wells would be enforced through the MPWMD and the County Environmental Health Department if they were to allow any new water well systems in Sand City. The MPWMD has indicated that they will embark on drilling a well in Sand City for the purpose of monitoring saltwater intrusion (quality) along the coast.

4.2.6 Archaeological Resources

A preliminary archaeological survey prepared for Sand City indicated that there is one potential area of archaeological sensitivity in the southwestern coastal portion of the City, as shown on Figure 7. This area is of potential archaeological significance because there is a recorded resource in the area. It is possible that buried prehistoric resources may be found within the City, although currently there is not sufficient available data to predict any locations, nor is there reason to believe that any extensive archaeological resources will be located. Any resources that may be found should be small, such as temporary occupation areas in the dunes, specific resource gathering or processing areas, and relatively isolated burial sites. Development proposals in this area should be required to submit archaeological surveys by a qualified archaeologist to determine the presence and significance of archaeological resources, if any, and to recommend mitigations if necessary.

4.3 LCP Policies

Shoreline Sand Supply and Sand Mining

- 4.3.1 Support the continuation of coastal-dependent sand mining operations.
- 4.3.2 New surf zone sand mining or expansion of existing surf zone sand mining shall be allowed only pursuant to approval of a Coastal Permit, Mining Permit and a Reclamation Plan. Expansion of existing surf zone mining operations means a significant increase in dragline capacity through multiple draglines, larger buckets, or change in dragline location.

The City shall also establish in its Implementation Plan a method of monitoring shoreline erosion along the Sand City coast for the purpose of analyzing future mining proposals. This method shall consist of the submission by sand mining operations, on an annual basis, of meaningful information on shoreline retreat by way of a benchmark program or other equally effective measurement.

The City shall not approve or renew a Coastal Permit for new or expanded surf zone sand mining if it finds that such new or expanded sand mining, either individually or cumulatively, will have significant adverse impacts on shoreline erosion. Such determination shall be made upon consideration of the results of the continuing shoreline erosion monitoring program, available

evidence on the impact of surf zone sand mining on coastal erosion, and other relevant social, economic, environmental and technological factors.

Any Coastal Permit shall be issued subject to a condition that will permit the City to require that sand mining activity be reduced to previous levels (prior to the issuance of a Coastal Permit) or terminated (in the case of a new sand mining operation) if the continuing analysis or other available evidence on the impact of beach and surf zone sand mining on shoreline erosion shows that such operations have a significant adverse impact on shoreline erosion.

- 4.3.3 Enact an ordinance relating to surface mining and reclamation standards pursuant to the California Surface Mining and Reclamation Act of 1975 in order to regulate dune mining operations and reclamation procedures. As part of reclamation plans, require development of dune management programs within dune stabilization-restoration areas shown on the Coastal Resources Map.
- 4.3.4 Limit dune mining operations to areas which meet any of the following criteria except for areas designated as sensitive habitat, restoration or restoration/stabilization on the Coastal Resources Map. An otherwise authorized existing dune-mining operation may continue to operate under this policy without an industrial designation as a non-conforming use.
- a. areas where previous dune mining activity has occurred.
 - b. where dunes are in a severely disturbed condition. Severely disturbed dunes are those without stabilizing vegetation and those which are active.
 - c. Areas which have been severely disturbed by activities related to and in support of coastal dependent sand mining.

Protective Shoreline Structures

- 4.3.5 Permit construction and maintenance of all shoreline protection devices (including seawalls) in situations where they are necessary to protect existing structures, coastal-dependent uses, public beaches and recreational areas, and public works. In the area south of Tioga Avenue, permit repair and expansion of a shoreline protective device only to protect Vista del Mar Street, an existing structure and major shoreline access route. Permit the construction and maintenance of new shoreline protective devices between existing shoreline protective devices north of Tioga Avenue where the geologic report has determined the technical feasibility of such construction. Permit construction of shoreline protective structures on the old landfill site if the geologic report demonstrates the necessity of such construction, and if the development includes removal of all former landfill debris and garbage, in order to improve geologic stability and

public health and safety. Such structures must not reduce or restrict public access, adversely affect shoreline processes, or increase erosion on adjacent properties.

4.3.6 If shoreline protection devices are found to be necessary, require complete geologic and engineering studies to determine the proper design appropriate to identified site conditions. The device should be designed to minimize visual intrusion.

4.3.7 Allow periodic maintenance of existing shoreline protection devices (including seawalls) and replacement of reinforcement with liquid concrete, granitic rocks, sand, or any material deemed appropriate from an engineering and visual standpoint. Appropriate maintenance materials shall be in accordance with standards adopted by the City. Prohibit dumping of other unconsolidated materials onto seawalls.

Natural Hazards

4.3.8 All developments shall be sited and designed to minimize risk from geologic, flood or fire hazards.

4.3.9 Require preparation of geologic and soils reports for all new developments located in the coastal zone. The report should address existing and potential impacts, including ground shaking from earthquakes, direct fault offset, liquefaction, landslides, slope stability, coastal bluff and beach erosion, and storm wave and tsunami inundation. The report shall identify appropriate hazard setbacks or identify the need for shoreline protective devices to secure long-term protection of Sand City's shoreline, and shall recommend mitigation measures to minimize identified impacts. The reports shall be prepared by qualified individuals in accordance with guidelines of the California Division of Mines and Geology, the California Coastal Commission, and the City of Sand City. Geologic reports shall include the following:

- a) Setback measurements that are determined from the most inland extent of wave erosion, i.e., blufftop or dune or beach scarp; if no such feature is identifiable, determine setback from the point of maximum expected design storm wave runup.
- b) Setbacks based on at least a 50-year economic life for the project.
- c) The California Division of Mines and Geology criteria for reports, as well as the following:
 - 1) description of site topography;

- 2) test soil borings and evaluation of suitability of the land for the proposed use;
- 3) evaluation of historic, current and foreseeable cliff and beach erosion, utilizing available data;
- 4) discussion of impacts of construction activity on stability of site and adjacent area;
- 5) analysis of ground and surface water conditions, including any hydrologic changes caused by the development;
- 6) indication of potential erodibility of site and recommended mitigation measures;
- 7) potential effects of seismic impacts resulting from a maximum credible earthquake and recommended building design factors and mitigation measures;
- 8) evaluation of off-site impacts; and
- 9) alternatives (including non-structural) to the project.

- 4.3.10 Encourage the clustering of developments away from potentially hazardous areas and condition project permits based upon recommendations presented in the geologic report.
- 4.3.11 No development will be allowed in the tsunami runup zone, unless adequately mitigated. The tsunami run-up zone and appropriate mitigations, if necessary, will be determined by the required site-specific geological investigation.
- 4.3.12 Deny a proposed development if it is found that natural hazards cannot be mitigated as recommended in the geologic report, and approve proposed developments only if the project's density reflects consideration of the degree of the on-site hazard, as determined by available geotechnical data.
- 4.3.13 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.
- 4.3.14 Require all new developments to be designed to withstand expected ground shaking during a major earthquake.

- 4.3.15 Require the developer of a parcel in an area of known geologic hazards to record a deed restriction with the County Recorder indicating the hazards on the parcel and the level of geotechnical investigations that have been conducted.
- 4.3.16 Require drainage plans for developments proposed on coastal bluffs that would result in significant runoff which could adversely affect unstable coastal bluffs or slopes.
- 4.3.17 Require all new developments to conform to minimum road design standards to ensure adequate fire protection access.
- 4.3.18 Require minimal water flow rates and fire response times for all developments in the coastal zone.

Sand Dunes and Environmentally Sensitive Habitats

- 4.3.19 Designate general areas as sensitive habitats as shown on the Coastal Resources Map (Figure 7). 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.
- 4.3.20 Environmentally sensitive habitat areas shall be protected as follows:
 - a) Habitat Areas 1 and 2 (shown on Figure 7; south of Tioga along the inland side of the freeway) are designated as habitat consolidation and preservation areas. In these small-lot areas, where a specific plan is required for future development, habitat areas shall be consolidated, enhanced, and preserved thereafter, and development shall be clustered. Any adverse impacts of such a specific development plan on native plant habitat (destruction of individual plants, elimination of natural dune area) may be mitigated, in addition to the required consolidation, off-site in designated restoration areas (see Policy 4.3.22b).
 - b) Habitat Area 3 (shown on Figure 7; north of Tioga along the freeway) is designated as a habitat preservation area. Development shall be limited to research and education, removal of iceplant, and fencing or other means of public access control.

- c) Habitat Area 4 (shown on Figure 7; north of the Monterey Sand Co. road along the freeway) is designated as a habitat preservation and enhancement area. No development shall occur except for native habitat enhancement activities, research and education, including removal of iceplant, planting of suitable native plant species, installation of temporary irrigation systems, and fencing or other means of public access control. Existing native plant communities in this area shall not be disrupted by enhancement activities.
- d) Habitat Area 5 (shown on Figure 7; north of Tioga along the SPRR) is designated as a habitat relocation area. In this area, no development (such as grading or removal of major vegetation) shall occur unless and until the endangered species Monterey ceanothus (C. rigidus) and Sandmat manzanita (Arcostaphylos pumila) are both successfully established in Area 4 or another suitable area of the coastal zone (see Policy 4.3.22b).
- e) New uses proposed adjacent to locations of known environmentally sensitive habitats shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

4.3.21 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). Standards should include, but may not be limited to:

- a) encourage retention of open space through deed restrictions or conservation easements;
- b) restrict land disturbance and the removal of indigenous plants to the minimum amount necessary for structural improvements;
- c) require incorporation of appropriate mitigation measures such as setbacks, buffer strips, landscape plans, drainage control plans and restoration;
- d) where appropriate and feasible, allow the exchange of existing resource areas for other open space areas that would provide a more logical location for open space and that could be planted with those species found in the resource area; and
- e) require landscaping with native coastal plants in development proposals.

4.3.22 Plans for protection of environmentally sensitive habitat shall be subject to the following standards:

- a) Prior to any development or specific plan approval which affects habitat areas identified on Figure 7, a qualified professional botanist shall prepare a plant survey and plan for the affected area which includes:
 - 1) description of type and location of existing native and other species;
 - 2) protection goals consistent with Policy 4.3.20;
 - 3) in habitat preservation areas: methods for controlling public access and eliminating invasive non-native species (iceplant);
 - 4) in habitat enhancement and consolidation areas: irrigation, fertilization and long-term maintenance requirements, and methods of establishing new native plants (e.g., seeding, transplanting) and eliminating iceplant;
 - 5) mitigation measures for adverse impacts, such as loss of transplants to shock;
 - 6) schedule setting forth time requirements for plant establishment, dune stabilization, access controls, etc.;
- b) Prior to approval of any development, specific plan, public works project or tentative subdivision map for these areas which may require habitat relocation or off-site restoration activities, a qualified professional botanist shall prepare a plan which, to the satisfaction of the California Department of Fish and Game, demonstrates:
 - 1) the long-term suitability of the restored habitat for these species, including but not limited to wind protection, soil condition, and acre-for-acre replacement of habitat;
 - 2) the management methods needed for installation, nurturing, and permanent protection of the restored habitat, including but not limited to the method of establishment (seed, hydromulch, transplant), and access restrictions;
 - 3) the requirements for successful establishment of each species in another location, after which removal of the original plants may be possible.

Prior to the commencement of any development which affects Areas 1, 2, or 5, the rare and endangered species located in these areas shall be successfully established in the appropriate locations (see Policies 4.3.20.a and 4.3.20.d).

- c) All habitat protection plans shall include the maximum feasible planting or protection of dune buckwheat (Eriogonum parvifolium) and E. latifolium) as a food source for the endangered Smith's blue butterfly (Shijimiaeoides enoptes smithi).
- d) All habitat protection plans shall contain an implementation and management component which provides for:
 - 1) fencing, signing, or other appropriate access control measures to be installed as a condition of development (or as a condition of permits for restoration activities if no other development is proposed).
 - 2) responsibility by the developer for habitat installation, maintenance and preservation for at least five years. Permanent maintenance shall also be provided for, with reliance on public and/or private funding sources and ownership. Options for such management may be further pursued as part of the Implementation Plan, and shall include at least:
 - (a) contribution of funds by developments requiring habitat preservation/enhancement/relocation measures.
 - (b) dedication of restored habitats to a public agency or private conservation organization with habitat management capabilities.

4.3.23 Require implementation of dune stabilization and/or restoration programs as a part of new developments west of Highway One, in areas shown on Figure 7. Requirements for these programs shall include:

- a) A professional survey and habitat protection plan including relevant items set forth in Policy 4.3.22a.
- b) Identification of any grading proposed for recontouring and/or dune stabilization.
- c) Maximum use of native plant materials, including rare and endangered species.
- d) A maintenance program which includes:
 - 1) initiation of restoration activities prior to occupancy of new developments.
 - 2) completion of restoration activities within a five-year period, during which the owner, developer, homeowners association, an assessment district or other appropriate management agency accepts responsibility for the restoration activity.

- 3) permanent preservation and maintenance of the restored habitat by integration with a development's general landscape program, dedication to a public agency, or other method.
- 4) effective restrictions for prohibiting vehicular access and managing pedestrian access to and through such areas.

4.3.24 Designate areas especially suitable for dune habitat restoration on the Coastal Resources Map (Figure 7). These include:

- a) a triangular area of dune face, north of Tioga and inland of the freeway, which is vegetated with iceplant.
- b) the area currently used as the Seaside Sanitation District Treatment Plant, which will be retained in open space after the plant is demolished.
- c) the area between the Treatment Plant and Sand Dunes Drive, which is vegetated with iceplant.
- d) portions of Sensitive Habitat Area #4, which contain iceplant and other non-native species.
- e) three areas west of the freeway north of Bay Avenue designated for stabilization/restoration as part of future development.

Require these areas to be maintained in open space, and prohibit grading except in conjunction with an approved habitat restoration activity, or in area (b) in conjunction with treatment plant construction, operation, or demolition, or in area (c) in conjunction with a development approved pursuant to Policy 6.4.10 (Option 2). Permit these areas to be used for restoration or enhancement of native dune plant habitats, establishment of new habitat for rare or endangered species, and in conjunction with approved development for off-site habitat mitigation.

4.3.25 Enhance coastal plant communities by requiring new developments to utilize appropriate native coastal plants in landscaping plans that are compatible with existing native species. Prohibit the use of invasive plants in landscaping schemes.

4.3.26 All off-road vehicles shall be prohibited on the dunes, except those necessary for emergency and to support coastal dependent uses and shall be limited to existing paths and stockpiles in order to protect dune vegetation.

- 4.3.27 Where major access routes are available or desirable through sand dunes to the coast, boardwalks or other appropriate pathways constructed of permeable materials should be provided to protect the vegetation stabilizing the dunes.

Marine and Water Resources

- 4.3.28 Protect marine resources for long term commercial, recreational, scientific and educational purposes.
- 4.3.29 Protect the water quality of the ocean. Sources of pollution to coastal waters shall be controlled and minimized.
- 4.3.30 Regulate seawall maintenance methods in order to prevent potential impacts to marine resources.
- 4.3.31 Require future developments which utilize private wells for water supply to complete adequate water analyses in order to prevent impacts on Cal-Am wells in the Seaside Aquifer. These analyses will be subject to the review and approval of the Monterey Peninsula Water Management District. In support of MPWMD's review and permit authority, the City should incorporate these requirements into City development review.
- 4.3.32 Encourage well monitoring programs which will provide an early warning system for potential groundwater quality problems resulting from seawater intrusion.

Archaeological Resources

- 4.3.33 Designate general locations as areas of archaeological sensitivity as shown on Figure 7. Where development is proposed in these areas, require a survey by a qualified archaeologist to determine the existence and significance of any on-site archaeological resources and recommend mitigation measures. If such resources are found reasonable, site-specific mitigation measures shall be required as a condition of the development permit.
- 4.4.34 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.

4.4 Recommended Implementation Actions

- 4.4.1 Adopt Surface Mining and Reclamation Ordinance.
- 4.4.2 Develop standards and guidelines for required geologic report.
- 4.4.3 Develop standards to determine acceptable risk levels associated with geologic, flood or fire hazards.
- 4.4.4 Develop standards and guidelines for required biological surveys.
- 4.4.5 Develop standards for development within and adjacent to environmentally sensitive habitats as identified by biological surveys.
- 4.4.6 Develop landscaping guidelines for utilization of native plants.
- 4.4.7 Develop design and maintenance guidelines for dune stabilization programs.

5.0 COASTAL VISUAL RESOURCES

5.1 Coastal Act Policies

Section 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 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 Coastal 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.

5.2 Background

5.2.1 Existing Visual Resources

Sand City's coastal zone is separated by Highway One, which forms a distinguishing boundary between the City's visual resources. The area west of Highway One is characterized by shifting sands, non-native ice-plant, beaches, coastal bluffs and views of Monterey Bay. The area east of Highway One is characterized as primarily industrial due to the existing land uses outside of the coastal zone.

Sand City's viewshed consists of coastal views and views of the Monterey Peninsula from Highway One, Sand Dunes Drive, Tioga and Bay Avenues, and existing developed portions of Sand City and Seaside (the area east of Highway One). In addition, views of Monterey Bay and portions of Sand City can be seen from areas on the Monterey Peninsula. Generally, Sand City's coastal zone is highly visible from Highway One.

Views of Monterey Bay and Monterey Peninsula can be seen while travelling along Highway One. These views are broken and obstructed by dunes and, to a lesser extent, by existing uses. However, at several points in Sand City along Highway One, view corridors do exist.

These corridors were evaluated according to significance of views and relationship to existing dunes. As a result, view corridors and vista points requiring protection have been designated in general locations as shown on Figure 9. In some cases, where the elevation of Highway One is much greater than properties to the west of it, view corridors are established over development, so the line of sight from Highway One is not obstructed. Other corridors are generally established to be free of structures except for parking, public facilities or public recreation.

The evaluation of view corridors concluded that visual corridors could be established in various locations throughout the City, based on open views to the ocean and the Peninsula. However, many areas could not be

established as view corridors due to location of existing industrial development and potential future developments. The visual analysis also concluded that stationary views, such as at vista points, are a valuable alternative to view corridors for the protection of visual resources.

Inland from Highway One, developed portions of Sand City and Seaside can be viewed. This area is not, for the most part, within the coastal zone. Longer range views from northern portions of the Monterey Peninsula provide open views to Sand City.

Areas east of Highway One are not considered to be visually significant. Most people driving along Highway One are drawn to the visual resources to the west, such as the ocean. The environmentally sensitive areas east of Highway One are landforms, yet they do not contain significant aesthetic features to the passerby on Highway One.

Currently there are no officially designated scenic roads or highways in Sand City. There are two areas of significant stationary views at the end of Bay and Tioga Avenues. In addition, the blufftop at the old landfill site is used for viewing the coast. These viewpoints represent stationary vistas, as opposed to short term views experienced by those travelling on Highway One.

The issue of visually degraded areas is one that is difficult to evaluate because it is subjective. Generally, visually degraded areas are those resulting from developments which are improperly sited, designed or landscaped. At other times, human uses can impact natural processes and result in impacts such as erosion.

In Sand City, there are two types of visually degraded areas. One is the scattered location of industrial uses -- sand mining operations and a storage yard west of Highway One. While these uses may be visually distracting to some motorists on Highway One, others would argue that the views of the Ocean and the Monterey Peninsula lessen the visual impact of the industrial uses. Visual restoration of these areas would be difficult due to the heavy industrial character of these existing uses.

Other visually degraded areas include a seawall located at the end of Tioga Avenue and an area of sand dune mining. In the past, the seawall was considered to be visually degrading to the surrounding area due to the use of improper materials. Existing sand mining operations are cutting away at high standing sand dunes located in the northern part of the City west of Highway One.

5.2.2 Future Design Considerations

View enhancement is an important aspect of Sand City's LCP. Currently, Sand City does not have any policies pertaining to design and location of development. The City's Zoning Ordinance does provide for the establishment of a "Design Control" overlay district. This district would require all developments to obtain a design permit, and all permit applications are reviewed by a Design Committee. To date, this zone has not been applied within the City, and no design standards have been developed.

Development of "Design Criteria" that would outline standards for building and site design and landscaping for future development would serve to enhance and maintain the visual resources in Sand City. The fact that many lands within the coastal zone are undeveloped presents a rare opportunity to establish a design image for future development. Design criteria are especially needed in areas of Sand City that were previously subdivided into numerous small lots. Future development of these areas could result in piecemeal development, ultimately affecting the City's visual resources.

As part of the LCP, preliminary design criteria have been developed to address design issues related to site development, building design, and landscaping. These design standards are presented in the following Policy Section. The development of these standards has been guided by the following concerns:

1. the protection and enhancement of visual access, views and scenic areas;
2. the assurance of visual and functional compatibility of new development with site characteristics and the existing City;
3. the assurance of visual and functional compatibility among new developments within the shoreline area;
4. the protection and/or utilization of significant landforms; and
5. improvement and upgrading of the image of the City as a whole.

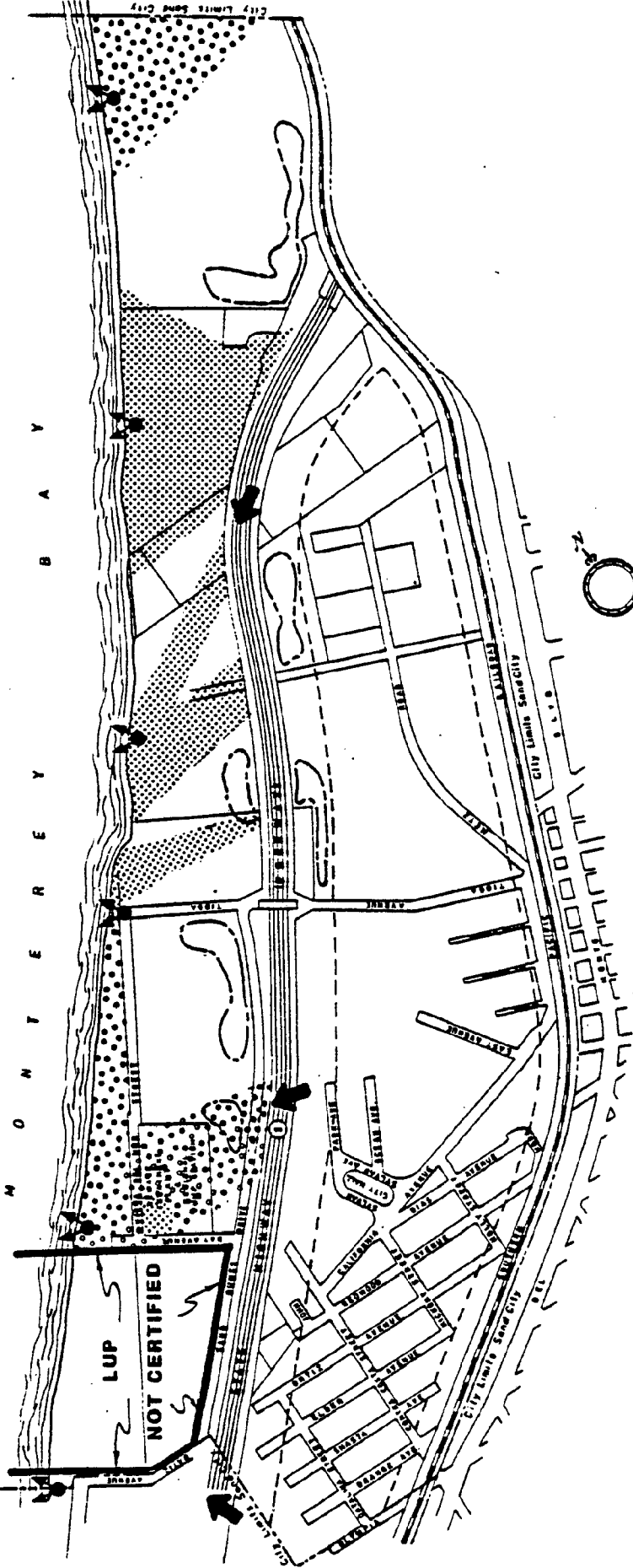
5.3 LCP Policies

5.3.1 Views of Sand City's coastal zone shall be enhanced and 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 west) in order to minimize the loss of visual resources.

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, as shown on Figure 9. Major designated view corridors are:






- a) Southbound view across the northern city boundary consistent with the public recreation designation;
- b) View over development at the former dump site;
- c) Three southbound views over development on properties between Tioga Avenue and the former dump site; and
- d) Southbound and perpendicular views across the Sewage Treatment Plant property and adjacent properties to the ocean and Monterey Peninsula.

SAND CITY SHORELINE



LUP
NOT CERTIFIED

Legend:

-  VISTA POINTS
-  OPEN VIEW CORRIDORS
-  VIEW CORRIDORS OVER DEVELOPMENT
-  DUNE PRESERVATION, STABILIZATION & RESTORATION AREAS
-  KEY COSTAL OVERVIEWS

SAND CITY LCP LAND USE PLAN

VISUAL RESOURCES

Figure 9

Generalized Views from Hwy. 1 and Vistas

5.3.3 View corridors are defined as follows:

- a) 'Views across' shall be protected by retaining the view corridor free of new structures. These corridors will continue to provide broad unobstructed views of the sand dunes, shoreline, Monterey Bay, and the Monterey Peninsula (southbound) or Santa Cruz Mountains (northbound).
- b) 'Views over development' shall be provided by limiting the maximum height of development to protect views of the sweep of beach and dunes, Monterey Bay, and the Monterey Peninsula. Each development proposed in these corridors shall include an analysis prepared by a qualified professional that demonstrates compliance with this policy, and approved developments will be required to comply with the terms of such analysis. In measuring southbound views, viewpoints shall be assumed to be from the center point of the corridor at an elevation four feet above freeway grade in the southbound traffic lane, to a point at the Coast Guard Station in Monterey. Approved development shall not intrude upon, or block, an unobstructed view of more than one-third of the lineal distance across the Bay, measured as a straight line between the freeway viewpoint and the landward edge of the Coast Guard Breakwater.

5.3.4 Develop design standards for future development proposals, based on LCP policies and the following general design guidelines. These standards shall be used by the City's Design Committee to insure that new development will be sited, designed and landscaped in a manner that provides view corridors and considers protection and/or enhancement of visual resources in a manner consistent with all LUP policies, including but not limited to, those governing required view corridors, dune preservation/restoration areas, and height regulations.

Development Design

- a. Encourage project design that is compatible to its surroundings and that enhances the overall City image. All buildings should be designed and scaled to the community character as established by new development.
- b. Encourage mass and height variations within coastal zoning limits in order to provide view corridors and to generate "lighter," "airier" buildings. Encourage building designs that avoid overly bulky buildings that could significantly block view corridors. (See Section 6.4.5.)
- c. Require colors compatible with the natural setting. Discourage garish colors. Encourage the use of earth tones.

Landscaping

- d. Encourage simple planting arrangements in keeping with the dunes/waterfront area. Encourage more concentrated plantings closest to buildings, phasing to lower, more dispersed plantings at the periphery of developments.
- e. Utilize native plants in landscape plans. Discourage dense, massive and tall plant materials.
- f. Encourage the use of existing natural and manmade dunes as earth berms for visual and noise barriers, as well as buffers between land uses. Landforms are more efficient for visual and noise reduction than planting screens.
- g. Encourage dune building or berming around parking and roadway areas. Discourage dune building at beach areas.
- h. As a short term solution, encourage landscaping of the existing sewage treatment facility and new pump station (for the Regional Facility) to screen it from view. If the Regional Sewer Facility is constructed, encourage the demolition of the existing Seaside Sewage Plant and screening of the remaining Regional Pump Station.

Road and Path Character

- i. Encourage layout of roads and paths to conform to natural and manmade contours. Encourage undulation; discourage rigid, formal layout. Re-evaluate the existing paper street layout and, where feasible, abandon the rigid format of street patterns for an undulated pattern. Encourage the use of textured surfaces.
- j. Encourage boardwalk pathways for pedestrian circulation throughout sites.
- k. Discourage multiple drives. Encourage the use of single drives for ingress and egress. Encourage shared use of single drive by several parking areas within a site. Where possible, encourage shared use of entry drives by adjacent property owners.
- l. Encourage distinct separations between auto and pedestrian pathways.
- m. Prohibit use of vehicles on other than designated roadways or pathways, except for off-road vehicles necessary for emergency uses and to support coastal dependent uses.

Parking

- n. Encourage maximum use of covered parking, and require covered parking to be grouped together.
- o. Encourage use of underground and/or under-building parking.
- p. Encourage uncovered parking to be broken up into smaller groups and clustered around the site.
- q. Encourage the use of compact-car parking stalls.
- r. Encourage the layout of building and parking so that the structure serves as a screen between parking and water. If parking is exposed directly to water, encourage the use of natural or manmade buffers.

Signs and Utilities

- s. Highway direction and other public signs should be designed to complement the visual character of the area. Outdoor advertising signs along Highway One should not be permitted.
- t. Encourage the use of wood signs and wood supports with painted and/or carved graphics.
- u. Encourage signs to be free-standing and low.
- v. Commercial and industrial signs shall not be internally illuminated.
- w. Utility lines shall be placed underground wherever possible.

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 permit applications shall be reviewed by the City's Design Committee.

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. Regulate seawall maintenance in order to eliminate unsightly features.

Views, Vista Points and Siting of Development

5.3.7 Require new developments to provide vista points along the shoreline and bluffs in conjunction with provision of public vertical and lateral accessways. Encourage provision of minor vista points, such as pedestrian plazas in new projects.

- 5.3.8 In addition to view corridors designated on Figure 9, encourage new developments to incorporate view corridors from Highway One to the ocean, within project design, consistent with City standards for view corridors. Such standards for view corridors should include varied roof or building profile lines, and visual corridors through, between and/or over buildings to the bay.
- 5.3.9 New development should to the extent feasible, soften the visual appearance of major buildings and parking areas from view of Highway One.
- 5.3.10 Utilize existing or manmade dunes within project design to enhance visual resources.
- 5.3.11 In new developments, require dune stabilization measures where feasible and where they would stabilize an unconsolidated dune, and/or reduce views of the development from Highway One.
- 5.3.12 Encourage consolidation of small lots wherever possible in order to enhance the opportunity for planned development, aid in protecting visual resources, and to better accommodate innovative design features.

5.4 Recommended Implementation Actions

- 5.4.1 Apply the "Design Control" (DC) overlay zone district to all properties in the coastal zone, east and west of Highway One.
- 5.4.2 Develop design standards regarding development, siting, building design, and landscaping to be used by the City's Design Committee.
- 5.4.3 Develop procedures and applications for design permits and develop a design review process to be incorporated into the Zoning Ordinance.

6.0 LAND USE AND DEVELOPMENT

6.1 Coastal Act Policies

Section 30007.5

The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies.

Section 30500.1

No local coastal program shall be required to including housing policies and programs.

Section 30200

Consistent with the basic goals set forth in Section 30001.5, and except as may be otherwise specifically provided in this division, the policies of this chapter shall constitute the standards by which the adequacy of local coastal programs, as provided in Chapter 6 (commencing with Section 30500), and, the permissibility of proposed developments subject to the provisions of this division are determined. All public agencies carrying out or supporting activities outside the coastal zone that could have a direct impact on resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that these policies are achieved.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Neither the Commission nor any regional commission shall either: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30222

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30240(b)

Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Section 30250

- (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.
- (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.
- (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by:

- (1) facilitating the provision or extension of transit service;

- (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads;
- (3) providing non-automobile circulation within the development;
- (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation;
- (5) assuring the potential for public transit for high intensity uses such as high rise office buildings; and 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.

Section 30253

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (3) 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.
- (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 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.

Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, State or nation, public recreation, commercial recreation and visitor-serving land uses shall not be precluded by other development.

Section 30255

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support. (Amended by Cal. Stats. 1979, Ch. 1090.)

Section 30260

Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent facilities cannot feasibly be accommodated, they may nonetheless be permitted in accordance with this Section and Sections 30261 and 30262 if:

- (1) alternative locations are infeasible or more environmentally damaging;
- (2) to do otherwise would adversely affect the public welfare; and
- (3) adverse environmental effects are mitigated to the maximum extent feasible.

6.2 Background

6.2.1 Existing Land Uses

Sand City's coastal environment consists primarily of vacant lands dispersed among commercial and industrial uses, especially east of Highway One. The coastal area west of Highway One consists of vacant lands, industrial uses (including coastal-dependent sand mining), and the Seaside Sewage Treatment Plant, a public facility. The City has a total of 94 housing units, three of which are located in the coastal zone east of Highway One. Existing coastal land uses are illustrated in Figure 10. Approximately one-half of the City is located in the Coastal Zone.

The only acknowledged coastal-dependent use found in Sand City is the specialty sand mining operations of Monterey Sand Company. A clear listing of coastal-dependent uses has not been established. However, experience in other coastal jurisdictions indicates that the uses that are considered to be coastal-dependent include aquaculture industries and commercial fishing. The Coastal Act defines "Coastal-dependent development or use" as any development or use which requires a site on, or adjacent to, the sea to be able to function at all (Section 30101). A "Coastal-related development" means any use that is dependent upon a coastal-dependent development or use (Section 30101.3).

Section 30222 of the Coastal Act presents some priorities for land uses in the coastal zone when it states that visitor-serving commercial recreation shall have priority over private residential, general industrial, or general commercial development, but not over coastal-dependent industry. Section 30255 states that coastal dependent developments shall have priority over other developments on or near the shoreline. In addition, Section 30254 suggests some priorities when it states that if existing or planned public works can only accommodate a limited amount of new development, the following uses shall not be precluded by other development.

1. coastal-dependent uses;
2. essential public services and basic industries vital to the economic health of the region, State or nation;
3. public recreation;
4. commercial recreation; and
5. visitor-serving facilities.

Within Sand City's coastal zone, the only Coastal Act priority uses which currently exist are coastal-dependent sand mining and the public sewage treatment facility. Very little residential land use currently exists within the entire City. This has been one of the City's main concerns. Sand City's current population is primarily housed in single family dwellings. Most of these units were developed in the 1920s and 1930s, long before Sand City was incorporated in 1960. None of these units are located in areas zoned for residential use. However, residential uses may be conditionally permitted in zones other than residential in Sand City. Sand City's coastal zone contains three of the city's 94 dwelling units. Much of the City's housing stock has deficiencies and is in need of minor to major repairs.

Recently enacted state legislation affects housing in the coastal zone. Passage of SB 626 no longer requires the inclusion of housing policies in a local coastal program. Comprehensive housing policies and programs are required as part of the City's Housing Element to the General Plan. SB 626 transfers the responsibility of addressing specified housing concerns in the coastal zone from the LCP to the Housing Element. State law requires localities to update their Housing Elements, which Sand City is in the process of doing. Upon completion, this Element will address the City's housing concerns, including the coastal zone. However, a brief discussion of housing is relevant to the LCP because residential uses are planned in the coastal zone.

Based on anticipated employment growth within Sand City, it is projected that 510 additional housing units will be needed by the Year 2000. It is estimated that approximately 181 additional lower income households will be living within the City by the Year 2000, and will need affordable housing.

New housing is needed to coordinate with additional jobs in the community, and vice versa, so that persons can reside reasonably near their places of employment. This would reduce additional stress on the localized regional housing market (Seaside, Marina, Monterey and Del Rey Oaks), which will not be able to absorb that much additional housing without significant annexations.

Most of the areas identified as suitable for residential development are located in the City's coastal zone. These areas have fewer conflicts with existing land uses than other vacant areas located outside of the coastal zone. It has been estimated that Sand City's coastal zone has the physical potential to accommodate approximately 2,230 dwelling units upon full buildout. However, this forecast assumes that public service constraints would be resolved, existing industrial development would cease, and zoning changes would be implemented. Yet there is still a strong potential that many of Sand City's future residential developments can be located in the coastal zone.

6.2.2 Urban Services

Water Service. The majority of Sand City's coastal zone is served by the California-American Water Company Service Area (Cal-Am), except for a small portion in the northern part of the City. Cal-Am services the majority of the Monterey Peninsula. Some of the existing industrial uses in Sand City utilize water from private wells.

Sand City is a member of the Monterey Peninsula Water Management District (MPWMD), which is composed of all the Monterey Peninsula cities and portions of the County of Monterey surrounding the Monterey Peninsula. The MPWMD has authority to manage water resources for the area it serves. An allocation system was adopted by the MPWMD because it is estimated that water demand within the California American Water Service Area will exceed supply in 1993, if projected growth continues to occur and a new supply is not developed. The allocation system will prohibit new water connections when a jurisdiction's allocation is used up.

Sand City's original water allocation was 312 acre-feet per year. However, the City was allocated 44 acre-feet for that portion of the City presently outside the Cal-Am Service Area. This brought the City total to 356 acre-feet per year. The current Sand City water allocation is 334.6 acre-feet per year.

Presumed buildout in Sand City has the potential to consume over 700 acre-feet per year, given no other constraints. The water allocation system set up by the MPWMD for the Monterey Peninsula is a constraint that is placed on all jurisdictions involved. The City realizes they

have an allocation of 356 acre-feet per year at the present time. That allocation can only be increased if the overall water quantity provided by Cal-Am is increased or if well water users in Sand City have problems with their wells and are forced to go to Cal-Am service. Sand City, recognizing this constraint, must plan future development with it in mind.

The City of Sand City has no water infrastructure in its coastal zone, with the exception of portions of the developed area adjacent to Highway One and the S.P.R.R. Many of the existing water lines are inadequate and are in need of repair.

Sewer Service. Sewage treatment is provided to Sand City by the Monterey Regional Water Pollution Control Agency (MRWPCA), which owns and operates the existing Seaside Sewage Treatment Plant that is located within Sand City city limits. The treatment plant was constructed in 1952. Throughout the years, improvements have been made to processing, but not to capacity. The infrastructure is sized to handle no more than 2 million gallons per day. Many problems exist in the form of deterioration of infrastructure. At times, flows at the sewage treatment plant are reaching capacity. At Sand City's full buildout, it is estimated that 280,000 gallons of sewage treatment capacity will be needed by Sand City. To accommodate the additional sewage flows, capacity at the Seaside Treatment Plant will have to be increased or other alternatives found.

In 1975, the Monterey Regional Water Pollution Control Agency (MRWPCA) began preparation of a facilities plan for regional wastewater management of northern Monterey County. The plan was initiated in response to projected facility capacity, structural and operational problem, as well as the State's prohibition of effluent disposal into portions of the Monterey Bay.

The Plan consists of three phases. Phase I does not directly impact the City of Sand City. It involves the elimination of the Pacific Grove Treatment Plant and the construction of a pump station to transfer Pacific Grove's effluent to the Monterey Plant for treatment.

Phase II consists of construction of a Regional Pipeline, a series of pump stations and a deep-water ocean outfall north of Marina. Pump stations will be constructed at the Monterey, Seaside, Fort Ord, Castroville and Salinas Treatment Plants. Some of these have been completed. These pump stations will transfer the treated effluent from the existing treatment plants to the ocean outfall until such a time that Phase III of this Facilities Plan can be constructed. Total completion of this Phase is planned for September 1983.

Phase III calls for construction of a Regional Treatment Plant at a site located north of Marina. Raw sewage from Pacific Grove, Monterey, Seaside, Del Rey Oaks, Sand City, Fort Ord, Castroville and Salinas would then be treated at this site, reducing all of the other treatment plant sites strictly to pump stations. The treated effluent would then be

transferred to the deep ocean outfall constructed during Phase II. The proposed capacity for the Regional Treatment Plant is 20.9 million gallons per day. Funding for the Phase III regional sewage treatment plant is currently planned for fiscal year 1984. The Peninsula cities currently are petitioning to have this funding scheduled for fiscal year 1983.

In summary, Sand City's current sewage treatment problems are:

1. Lack of capacity at the Seaside Sewage Treatment Plant;
2. Structural deficiencies with the existing plant and the outfall line; and
3. Discharge of treated effluent into an "Area of Biological Significance," which is prohibited by the State Regional Water Quality Control Board.

Phase II of the Regional Plan will resolve the third problem, transferring treated effluent to a deep ocean outfall north of Marina outside the "Area of Biological Significance." Phase III would resolve the other two problems through the construction of a new sewage treatment facility.

Funding of Phase III, the Regional Plant, is scheduled for fiscal year 1984. Therefore, MPRWPCA has proposed several interim alternatives in their draft Preliminary Engineering Study, "Wastewater Treatment at Agency's Local Plants," dated March 1982. The purpose of this study was to evaluate each of the Agency's five wastewater treatment plants, including the Seaside Treatment Plant. This evaluation was conducted for three-, five- and ten-year planning periods and recommendations for modifications and additions were made so that each treatment plant will meet discharge requirements and serve projected growth. The conclusions of this study will be implemented, if needed, pending funds for the Regional Sewage Treatment Plant.

Projections showing population growth in Seaside, Sand City and Del Rey Oaks were developed indicating a present population of 25,000. The 1984 population projection is 26,200, a 1986 population of 27,250 and a 1991 population of 29,600 was made. The Seaside Treatment Facility has a capacity of 2.0 million gallons per day (MGD). Anticipated effluent flows are as follows:

<u>Year</u>	<u>Sewage Flow (MGD)</u>
1981	1.9
1984	2.2
1986	2.4
1991	2.5

The above figures indicate that .3 MGD will be needed by 1984, .5 MGD by 1986, and .6 MGD by 1991.

Alternative Expansion Plans for the Seaside Treatment Plant (as well as the other plants operated by the MRWPCA) were studied. Conclusions were based on subjective feasibility, environmental impact, performance and cost. Recommendations for the three-, five- and ten-year planning periods are as follow:

- a) For the three year planning period, the most cost effective alternative having the least number of adverse impacts is to chemically assist primary treatment facilities at the Seaside Treatment Plant. By chemically treating effluent, the Plant will be able to accommodate an additional 1,200 persons through 1984.
- b) For the five year planning period, the most cost effective alternative having the least number of impacts is also to chemically assist the primary treatment facilities. By expanding the chemical treatment, an additional population of 2,250 can be accommodated by the Seaside Plant.
- c) For the ten year planning period, two alternatives are considered. One was to provide secondary treatment facilities at the Seaside Plant and the other was to have primary treatment at Seaside with construction of a new sewer line to carry flows to Monterey. Both of these alternatives require major construction in the Coastal Zone. This alternative would accommodate a 4,600 population increase in the Seaside, Del Rey Oaks and Sand City area. However, it should be noted that Seaside and Del Rey Oaks are largely built out, with little room for additional development.

Sand City has considered another alternative and has approached the MRWPCA with the concept. The alternative is to provide a sewage package treatment plant at the existing Seaside Treatment Plant site in Sand City. The plant would connect to the regional pump station for discharge at Marina, and would be required to provide secondary treatment and the plant could be funded by formation of an assessment district or other private funds. Member jurisdictions may participate if desired. A package treatment facility could provide additional capacity as an interim measure to the proposed regional plant or as a long term facility.

The sewage treatment problem in Sand City will be alleviated somewhat with the construction of a regional pipeline (Phase II) of the regional project, due to be completed within two years. This pipeline will take the treated effluent from the Seaside Plant to a location north of Marina. The primary treated effluent from the Seaside Plant will be diluted with the secondary treated effluent from Monterey and Fort Ord. This will improve somewhat the quality of effluent disposed in the Monterey Bay by the Seaside Plant.

Sewer lines for future development within the coastal zone will have to be extended from adequately sized lines east of Del Monte Boulevard or from the City of Monterey to the south.

Fire and Police Protection. Fire protection in the City of Sand City is provided through a contract with the City of Seaside Fire Department. The Seaside Fire Department identifies the following community fire concerns that relate to Sand City.

- 1) Fire caused by carelessness in residences;
- 2) Potential fire protection problems in the warehouses in Sand City;

- 3) Low water pressure supplied by existing water mains result in substandard fire flows; and
- 4) Many streets in Sand City are inadequate to handle fire apparatus.

Development in Sand City's coastal zone will not have a significant impact upon the Seaside Fire Department if adequate roadway widths and fire flows are provided. However, it will have a cumulative effect on the region by increasing fire potential in the City, as would development in any portion of the region.

Police service in Sand City is provided by the Sand City Police Department. A central communications system provides radio tie-up with communities on the Monterey Peninsula, the Monterey County Sheriff's Department and the California Highway Patrol. Full buildout of Sand City's coastal zone area may significantly impact the City's police department, with the degree of impact dependent upon the type of development that occurs.

6.2.3 Circulation

Sand City's existing traffic concerns stem from the heavy commercial and industrial activities which compose the City's economic base and serve the entire Monterey Peninsula. A labor force of more than 1,000 people works in Sand City. As a result, a strong dependence upon the automobile have increased problems related to air pollution, noise, traffic congestion during work hours, parking, and large trucks traveling streets that are inadequate for their use. Heavy commercial and industrial traffic filters through spot residential areas in order to transport commodities in and out of Sand City.

The coastal zone area west of Highway One and south of Tioga Avenue has four paved roads: Vista Del Mar Street, Tioga Avenue, Bay Avenue and Sand Dunes Drive. Vista Del Mar currently is closed and in need of repair as a result of bluff erosion breaking up the pavement. Bay Avenue will have to be widened and the sand removed in areas in order to accommodate future development in this portion of Sand City. Traffic counts on existing streets are unavailable.

The coastal zone area west of Highway One and north of Tioga Avenue has no existing circulation routes, with the exception of individual accessways under Highway One to Lone Star Industries, Granite Construction Company and Monterey Sand Mining Company facilities.

The coastal zone area east of Highway One (200 feet east of the Highway One right-of-way) has roads only in the existing developed areas. The Southern Pacific Railroad and an area 100 feet west of the Railroad's right-of-way also are included in the coastal zone boundary. The railroad operates through the city approximately two times a week. Many of the City's existing industrial uses utilize rail transportation, and there are several existing and planned spur lines which connect industrial areas to the railroad.

The coastal area west of Highway One and south of Tioga Avenue contains several old subdivisions that have never been developed. These subdivisions also include some street rights-of-way. It is unknown at this time which, if any, of the existing paper streets in the coastal zone will be developed. Many of these existing rights-of-way are substandard. It is anticipated that individual developers and/or a group of developers will provide for new street construction in Sand City. Those streets to be implemented will be determined by specific development proposals and the City of Sand City.

Demand for parking in the Sand City coastal zone presently consists of the weekday work force in the coastal zone area east of Highway One. On weekends, there is little demand for parking because the city basically is an employment center. On the west side of Highway One, where the largest coastal zone area exists, there is little overall demand for parking due to the undeveloped nature of the area. Public parking within the coastal zone area is limited to a small area that could handle about 20 spaces. As visitor-serving facilities are developed, more public parking will be required.

Monterey Peninsula Transit presently serves the entire Monterey Peninsula, except Sand City, which does not receive transit service because they have failed to join the Monterey Peninsula Transit District. However, service is provided hourly in both directions along Del Monte Avenue, an arterial street which bounds Sand City on its southeast side.

Although Sand City is not presently a member of the Monterey Peninsula Transit District (a Joint Powers Agency), the City could be benefiting from bus service provided to the Seaside area. Considering the increasing number of people who are employed in Sand City and the residential and visitor-serving growth potential, the transit system could provide a viable alternative to the present peak hour traffic congestion problems in the developed portions of the City. In addition, it might alleviate potential traffic congestion as increasing development occurs in currently vacant areas.

There is a planned regional bicycle path which, upon completion, will connect the Monterey Peninsula to Fort Ord, Marina and Castroville. Portions of the bike path are completed within the cities of Monterey and Marina and through Fort Ord. With Sand City's approval, a bike path could be extended through the City to connect the Peninsula to northern points. To date, there has been no planning for a bicycle path through Sand City. (See section on Access for more information.)

6.3 Future Land Uses and Development

The areas identified for development in Sand City's Coastal Zone represent a great potential to provide not only the opportunity for community growth but also can act as a regional asset for the Monterey Peninsula. As one approaches the Monterey Peninsula from the north on Highway One, the change from rural rolling landscape to the urban setting

of greater Monterey occurs at Sand City. The importance of this turning point is that it raises a heretofore unfulfilled potential for Sand City to be an attractive addition to the Monterey Peninsula.

One of the many objectives the Land Use Plan seeks to achieve is a major entry statement for the Monterey area. Through careful design, thoughtful landscaping and purposeful implementation programs, the land uses proposed here can establish a sense of character and theme which can benefit the regional community.

6.3.1 Land Use Analysis

As part of the LCP, a land use analysis was prepared for Sand City's coastal zone. The analysis divided the coastal zone into nineteen identifiable areas, each of which was evaluated in terms of resource and service constraints and Coastal Act policies. As a result of these evaluations, land use options and densities were analyzed in order to designate the land uses presented in this plan. Generally, the following factors were considered in these land use evaluations:

1. Resource Constraints (environmentally sensitive areas, natural hazards, visual resources, water supply/quality, archaeological resources).
2. Service Constraints (water/sewer availability, access, fire protection).
3. Existing Land Use Considerations (existing and surrounding land uses, General Plan and Zoning designations).
4. Land Use Suitability for public access, and Coastal Act priority uses of recreation, coastal-dependent and visitor-serving uses.
5. Special Considerations such as areas where existing old subdivisions have created many recorded parcels.

Appendix E presents the full land use evaluation criteria and a summary chart of the land use analysis. The chart summarizes the major findings of the analysis by area, as shown on the Map in the Appendix. As seen on the summary chart, every area was reviewed according to Coastal Act resource concerns, relationship to services and access, existing area conditions, and design capabilities. Based on this review, land use options were evaluated for each area, incorporating coastal act priority uses and evaluation of all resource and service data. The land use options that were evaluated for each area resulted in the final recommended land uses found in this Plan.

A primary land use constraint in Sand City is the limited availability of water. As of 1983, Sand City had a water allocation of 334.6 acre-feet per year, and the City is currently using about 76.1 acre-feet per year. Because coastal priority uses must be assured of public services where the availability of services may be limited, water consumption projections have been developed as part of the LCP. Once land use designations were determined, water consumption factors were figured to determine coastal zone water consumption. As a result of these calculations, land

use densities were reduced. Water consumption outside of the coastal zone was also projected to insure that total City-wide water consumption would remain within its allocation.

Water consumption projections are summarized on the following page. Appendix F presents the water allocations that were developed for each area in the coastal zone as part of the total land use analysis. These assume full City buildout and consider the proposed coastal zone land use designations, density standards and water conservation. Approximately 15.24 acre-feet of water will remain as City-wide reserve.

	Acre-Feet/Year
Projected Coastal Zone Water Use	299.55
Projected Water Use Outside Coastal Zone (assumes no residential development)	+ 38.42
	<hr/>
SUBTOTAL	337.45
LESS 25% Water Conservation (assumes implementa- tion of proposed water conservation policies)	- 84.49
	<hr/>
SUBTOTAL	252.96
Current City-wide Water Use	+ 76.10
	<hr/>
TOTAL	329.06
RESERVE	5.54

Projected water consumption by coastal zone land uses is summarized on the following page.

Another service constraint which was considered in the land use analysis is the current limited capacity of the Seaside Sewage Treatment plant. As indicated in the background section, measures currently are being discussed regarding alternate methods for providing additional sewer capacity prior to the completion of the proposed regional plant in 1987. Two major alternatives considered to date for increasing capacity at the Seaside Plant include:

1. construction of a secondary package treatment plant at the Seaside treatment facility to handle projected capacities until 1987, or
2. construction of a new sewer trunk line to the Monterey treatment plant to handle the same capacities described in 1, above.

All resource and service constraints were evaluated in order to establish densities. As a result, it was found that water is A primary constraint to future development. Because the limitation of water supply to the

PROJECTED WATER CONSUMPTION BY COASTAL ZONE LAND USES

Land Use	Area in Acres	Total Density	Water Consumption Factor	Projected Annual Water Consumption (in Acre-Feet)*	% of Total Consumption
DUAL DESIGNATIONS					
Industrial/Manufacturing	12.91		—	**	—
Visitor Serving—Hotels	17.39	1020 rooms	50 gpd/room (80% occupancy)	57.08	19
Visitor Serving—Hotels	9.97	370 rooms	50 gpd/room (80% occupancy)	20.73	7
Visitor Serving— No Hotels/No Motels***	23.13	1,007,543 sq. ft.	50 gpd/1000 net bldg. sq. ft.****	45.00	15
Public Recreation	11.89		—	—	0
Residential	20.33	510 units	137 gpd/unit MF	78.03	26
Visitor Serving Residential	31.64	383 units	230 gpd/unit SF; 137 gpd/unit MF	58.69	20
Light Commercial***	7.75	270,072 sq. ft.	50 gpd/1000 net bldg. sq. ft.****	15.13	5
Heavy Commercial	7.55	181 employees	25 gpd/employee (15-20 employees/gross acre)	5.07	2
Coastal Dependent Industrial	2.00		25 gpd/employee (15-25 employees/acre)	1.50	1
Industrial—Manufacturing	15.50	35.5 employees	25 gpd/employee (15-20 employees/gross acre)	12.99	4
Industrial Park	12.70	190.5 employees	25 gpd/employee (15-20 employees/gross acre)	5.33	2
TOTALS	159.85	—	—	299.55	100%

*Water consumption factors were primarily derived from the Carnery Row LTP and the Economic and Demographics Projection Report prepared for the Monterey Peninsula by the MPOD.

**These industrial uses were allocated water through their secondary land use designations.

***For all commercial uses (other than hotel/motel), refer to individual area evaluations for maximum square footage allowed, based on the City's present water allocation. Individual area evaluations are not included in the Plan, but are on file with the City of San Diego.

****Net building square footage, figured at 40% of total acreage; the figure is doubled to allow for maximum square footage per the City's existing allocation. If the City is allotted more water in the future, commercial square footages could be increased.

City has been defined via the City's water allocation, it represents a quantifiable constraint that must be accounted for throughout the City. Therefore, it was a primary factor used to establish land use densities because it is the only constraint that can be translated numerically into densities. As a result of the water allocation performed as part of the land use analysis, maximum densities were established to indicate the maximum development that could occur with the City's present water allocation.

The densities presented in the Plan are allowed for gross acreages. However, implementation of other policies within the Plan could serve to prevent future development from building to the maximum density allowed. Specifically, these policies relate to investigation of natural hazards and environmentally sensitive habitats, provision of view corridors, landscaping, buffers and parking, and height restrictions. The extent of these constraints will vary, depending on the site and type of development proposal. But, they must be considered in every proposal, and as a result maximum densities may not be attained.

With regard to the Coastal Act as the standard of approval, denial and suggested modifications for this LUP and resolution of conflicts between Coastal Act Policies, as described in Section 30007.5, the Sand City LUP is promoting the policy, which states:

The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The legislature therefore declares that in carrying out the provisions of this division such conflicts can be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies.

In preparing this LUP, Sand City encountered conflicts between Coastal Act policies as applied to the City. As a result, the policy set in Section 30007.5 of the Coastal Act was determinant in resolving these conflicts.

As a part of the LUP land use evaluations, lot consolidation was also considered as an option to development of existing lots in those portions of Sand City's coastal zone plotted with small lot subdivisions. The many opportunities which the City's coastal zone holds for enhancement of public benefit and economic growth are inhibited by the historic division of parts of this area into small lot subdivisions. It is a major goal of the City to reassemble, where feasible, the land within these undeveloped subdivisions to create areas of sufficient acreage to take advantage of modern planning and design techniques. To do so will allow a format in which development can be clustered, open space preserved and view corridors from Highway One provided.

To a large degree, small lot consolidation in Sand City's coastal zone has been occurring with moderate success over the past two years. For example, three property owners in Area #5 (as shown on the Land Use Analysis Map in Appendix E) who realize that planned development is

advantageous have consolidated the majority of these lots. With the initiation of an assessment district to provide services and approval of the Coastal LUP for this area, private lot consolidation would be facilitated.

While mandatory lot consolidation is legally questionable, the consolidation of small lot subdivisions is encouraged. This Plan has designated densities in these areas designed to encourage lot consolidation, with the potential for planned clustered development and open space. Specific planning through planned development and strict architectural standards will aid in protecting coastal natural resources.

The City's vehicle for lot consolidation in both the private and public sectors include:

- o the City of Sand City and
- o the private property owners, as follows:

Accept the existing method of lot consolidation that has occurred to date, realizing that not all the parcels will necessarily be included in any one development proposal. However, planned development could still occur on individual or partnership terms with consolidated lots. This would probably include rearranging street patterns where feasible. The vehicle for lot consolidation, where feasible, would be the City and owners' desire for a planned development, the formation of an assessment district and approval of the LUP. The City could function as the investigative, coordinating and encouraging agency.

6.3.2 Land Use Locations

As a result of the land use and water consumption analysis, coastal zone land uses have been designated as shown on Figure 10. Priority coastal uses--coastal dependent, visitor serving commercial and public recreation--are located west of Highway One. These uses comprise approximately 60% of the total coastal zone land area. The area west of Highway One also contains locations for permanent housing and some neighborhood commercial uses. The existing small lot subdivisions west of Highway One have always been given priority for residential uses over other areas in the City. According to this land use analysis, this continued use was found to be consistent with coastal policies. The coastal zone area east of Highway One is predominantly commercial and industrial.

Two locations have been designated industrial (as a result of the existing industrial uses at the sites), with a second designation of visitor serving commercial. Dual designations were allowed in part because the life span of coastal-dependent industrial and industrial uses is typically uncertain. A third location at the north end of Sand City is leased by Lone Star Industries, Inc., for surf zone and dune mining, and was previously zoned for industrial use.

To maintain the existing industrial uses, the Calabrese and Granite Construction properties have been designated Industrial-Manufacturing.

In order to provide an orderly transition to new Coastal Act priority uses in the industrial-manufacturing designated areas, visitor-serving commercial designations have been shown for future use. Thus the two interests of the City--protection of existing industrial uses and promotion of future visitor-serving opportunities--are enhanced through the secondary designation.

The existing site that is coastal-dependent, the Monterey Sand Company surf zone mining operation, has been given a new designation of part visitor-serving and part coastal dependent. Continuation of the coastal dependent use is assured by the portion of the site where the mining takes place being designated coastal dependent (about two acres of land). The remainder of the site, about 10 acres, is only partly used for sand stockpiles and is not essential to the continued functioning of the sand mining use. If the sand mining were to cease for economic or physical reasons (not enough high quality sand), this portion of the site would still be usable for other coastal dependent uses such as aquaculture. The remainder of the site is designated visitor-serving consistent with the Coastal Act and the City's desire to encourage greater public use of the shorefront.

It is anticipated that development within the coastal zone will be phased over a long range time period. Nearly half of the coastal zone area west of Highway One is currently in industrial uses. These existing uses are expected to continue for at least 5 to 20 years.

The definitions and densities for proposed land use designations are presented in the following Policy section. Due to the constraint of water availability, the number of hotel rooms that can be constructed in an area designated visitor serving is limited. These limitations are also explained in the following section.

The Land Use Plan Map also identifies three major transportation accessways. A frontage road extension of Vista del Mar Street or Sand Dunes Drive is planned, although the exact location has not been determined, due to topography. Upon completion, this road will increase access to and through Sand City's coastal zone, and provide for a bicycle path. An additional extension of Vista Del Mar Street along an existing right-of-way is planned for the southern portion of the City. Finally, the existing railroad and its right-of-way is planned as a transportation corridor. If existing rail service should be discontinued, this area would be evaluated for other transportation uses.

6.4 LCP Policies

6.4.1 Land Uses. Establish the following land use designations in the coastal zone, as defined below and shown on the Land Use Plan Map in Figure 11.

- a. Coastal-Dependent Industrial: Allow coastal dependent uses, including but not limited to specialty surf zone sand mining;

the coastal dependent site shall have a minimum of 250 feet of ocean frontage and a minimum of 2 acres of land above the Mean High Tide line. Access to the coastal dependent land use from a public street will be assured as a condition of development (including land divisions). The Land Use Map (Figure 11) depicts the general location of the site at the north end of the Monterey Sand Company parcel, and is intended to be representative only.

- b. Visitor-Serving Commercial: Allow hotels, motels, accessory shops (including gift shops, travel agencies, beauty shops, health spas), food service establishments, service stations, recreation retail shops and services, campgrounds, recreational vehicle parks, and other recreational facilities operated as a business and open to the general public for a fee. The hotel/motel uses shall be consistent with hotel/motel density limits presented in Policy 6.4.4.(e). All other visitor serving commercial uses shall be limited according to the water allocation presented in Appendix F.
- c. Visitor-Serving Residential, Low Density: Allow clustered multifamily residential structures at low density. All of the units permitted in this designation shall be established on time increments and shall be available at all times for rental or purchase on a short term (one month or less) basis.
- d. Visitor-Serving Residential, Medium Density: Allow clustered multifamily residential structures at medium density. All of the units permitted in this designation shall be established on time increments and shall be available at all times for rental or purchase on a short term (one month or less) basis, with the following exception:
 - o Units may be constructed as fee-simple specifically to accommodate the Transfer of Density Credit Program established in this Plan, as deemed necessary and feasible by the City of Sand City.
- e. Residential, Medium Density: Allow all permitted uses in the low density designation, but encourage clustered multi-family attached structures at medium density.
- f. Residential, High Density: Allow clustered multi-family attached structures, usually in the form of a planned unit development at high density. The intent of this district is to promote small lot consolidation, a mixture of affordable housing and open space, while promoting residential living units.
- g. Light Commercial: Allow stores, shops and offices supplying commodities or performing services for residents of the City as a whole or the surrounding communities, and research and experimental laboratories.

- h. Heavy Commercial: Allow wholesale businesses, storage, warehousing, repair garages for automobiles, trucks, trailers and other equipment, and other uses as permitted in the City's "C-2" Zone District. (See Appendix G.)
- i. Industrial-Manufacturing: Allow manufacture, processing, removal, storage and packaging of foods, concretes, sands, gravels, heavy equipment, and other uses as permitted in the City's "M" Zone District. (See Appendix G.) Under special circumstances, such as close proximity to the ocean and where an industrial use provides an economic benefit to the City or the region, allow a secondary land use designation as described above for such a time as the existing industrial use may cease. The secondary use will be allowed after it is demonstrated to the City that the industrial use is no longer important or feasible in the regional context, and that the secondary use is consistent with the Coastal Act and the LUP.
- j. Industrial Park: Allow manufacturing, assembly, processing, packaging and similar industrial operations; offices associated with these uses; workshops and other uses as permitted in the City's "IP" Zone District. (See Appendix G.)
- k. Public Recreation: Allow public parks, picnic areas, parking areas, public vista points, sandy beaches and accessways which are publicly owned or over which access easements are to be required as a condition of development. In addition to areas designated public recreation on Figure 11, public recreation also means public uses within development projects such as picnic areas, wind shelters, promenades or other indoor public recreational areas; other support facilities for public recreational uses; and controlled public access and/or educational programs in areas of dune restoration programs.
- l. Public Facilities: Public buildings and equipment such as libraries, city corporation yards, police and fire infrastructure, public utilities such as the sewage treatment plant, pump stations and public utility pipelines.

6.4.2 Combining Districts

Establish the following zoning combining districts in the coastal zone as defined below and shown on the Land Use Plan Map in Figure 11. The purpose of the combining district is to consider special design, environmental, or natural features during the planning process within a specific designated zone. The combining district will become a part of the designated zoning district and thus will be binding until a rezoning is approved.

- a. Special Treatment Area: Areas where planned developments are appropriate because of:

- 1) special design/siting considerations;
- 2) need to make land uses compatible with existing surrounding land uses or buffered from those uses; or
- 3) existing small lot subdivisions.

All proposed developments shall be consistent with an area-wide specific plan for development. Such plans may be prepared by a developer for city approval, or by the City.

- b. Resource Management: Potential environmentally sensitive habitat areas that require special consideration to protect any identified resources against disruption of habitat values consistent with the environmentally sensitive habitat policies in Section 4.3.

6.4.3 Circulation Designations

Establish the following circulation designations as illustrated on Figure 10, the Land Use Plan Map.

- a. Transportation Corridor: Allow for and encourage continuation of rail service. If rail service should ever be discontinued, allow another form of transportation access.
- b. Sand Dunes Drive Plan Line: Establish a floating plan line for an eventual continuation of Sand Dunes Drive or Vista Del Mar Street (frontage road). This plan line will establish a right-of-way to provide access for a future roadway from Tioga Avenue to the northern City on-ramp. The plan line will have a flexible location across the properties shown in Figure 11. The location will be determined by eventual engineering analysis and feasibility.

6.4.4 Densities

Allow the following densities per land use type.

- a. Residential, Low Density: up to 13 dwelling units per acre.
- b. Visitor-Serving Residential and Residential, Medium Density: 14-25 dwelling units per acre.
- c. Residential, High Density: 25-35 dwelling units per acre, except in areas designated as Special Treatment, where the following standards shall apply:
 - o allow 1 dwelling unit per existing recorded lot (recorded as of 1981) between 1875 and 2250 square feet;

o allow 2 dwelling units per every 2,250 square feet, but only for existing recorded lots (recorded as of 1981) greater than 2,250 square feet or for lots that are consolidated to create new lots greater than 2,250 square feet.

d. Visitor-Serving Hotels: 0-75 rooms per acre. The number of hotel units shall be limited as follows:

Area Designated On Land Use Map	Maximum Rooms Allowed
B	375 rooms
C	0 rooms
D	375 rooms

e. Visitor-Serving Motels: 0 - 37 rooms/acre. The number of motel units shall be limited as follows:

Area Designated On Land Use Map	Maximum Rooms Allowed
a	229 rooms
b	141 rooms

f. Neighborhood or Light Commercial: Allow 40% lot coverage; except in Special Treatment Area allow 45% lot coverage for existing lots over 12,000 square feet, or where lot consolidation occurs to create lots over 12,000 square feet and where cluster development is provided.

6.4.5 Height Restrictions

In the Sand City Coastal Zone, permit a height limit of 36 feet as measured from existing grade with the following exceptions:

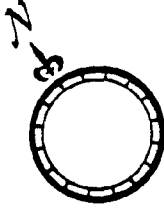
- a) Coastal dependent industrial uses will have a height limit of 45 feet, measured from ground level, with exceptions up to 75 feet to permit accessory structures which are essential to the operation of the use, such as towers, stacks and antennae;
- b) Industrial uses east of Highway One will be permitted a maximum height of 75 feet. Within 100 feet of the freeway right-of-way, all industrial development will be permitted a maximum height of 25 feet, except as may be necessary to accommodate repair, maintenance and replacement of existing structures (not exceeding a 10% increase in height or floor space).

- c) Hotel uses shall not exceed 45 feet.
- d) Low density residential uses will be permitted a height of 25 feet.
- e) All development within 100 feet of the freeway right-of-way (considered as the main thoroughfare right-of-way, excluding on/off ramps) shall be designed so as to minimize significant adverse visual impacts, limited to 25 feet in height except as permitted by (b) above, and landscaped. Unattractive elements shall be screened.
- f) Views over development (see Figure 9) shall be preserved by limiting heights as necessary to assure compliance with Policy 5.3.3.

General Development Policies

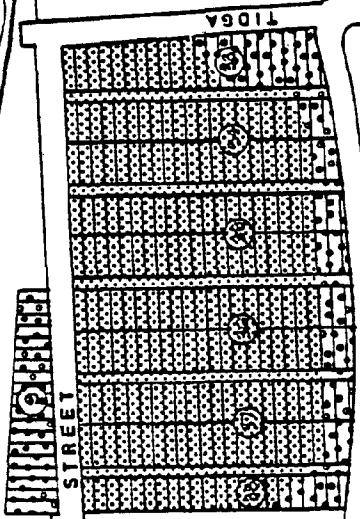
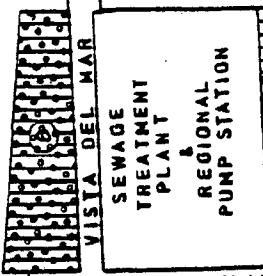
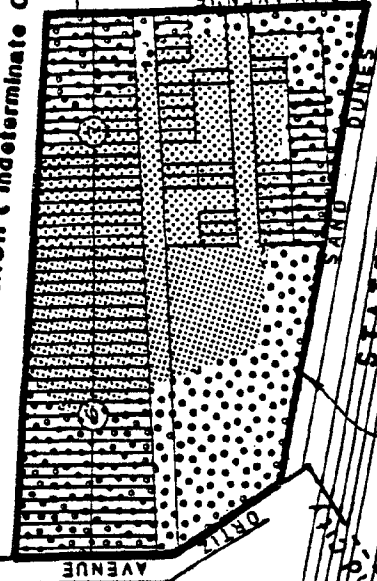
- 6.4.6 Coastal dependent sand mining shall have priority over other uses, unless the other use was determined to be coastal-dependent. Other uses which are not coastal-dependent and which are developed adjacent to such coastal dependent use shall be operated in a manner that is compatible with the existing coastal dependent use.
- 6.4.7 Ensure compatibility between existing coastal dependent and industrial uses with visitor serving and residential uses. Require buffers between uses and regulate landscaping access, parking, and on-site circulation in order to mitigate traffic impacts and other potential problems.
- 6.4.8 Time limitations will not be established for non-conforming uses created by this Plan. Expansion of non-conforming uses established by this Plan will not be allowed.
- 6.4.9 Pursue exchange of California State Department of Parks and Recreation holdings south of Bay Avenue for private sites in order to facilitate park consolidation, planned developments, and provision of maximum recreation and view corridors. Exchange of State Park lands shall be pursued for the following areas (see Figure 12).
 - a) west of Vista del Mar Street between Tioga and Bay Avenue;
 - b) east of the Seaside Sewage Treatment Plant, bounded by Bay Avenue, Sand Dunes Drive, and the high density residential designation identified in this Plan.

Any private holdings of sufficient size and configuration to accommodate development pursuant to all city regulations, remaining in the two areas identified above and not subject to the public trust, will be allowed "transfer of density credit" (TDC)



MONTEREY BAY

BEACH (Indeterminate Ownership)

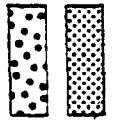


STATE HIGHWAY 1

LUP NOT CERTIFIED

Legend :

POTENTIAL TRANSFERS OF DEVELOPMENT CREDIT



DONER SITES

RECIPIENT SITES

SAND CITY LCP LAND USE PLAN

POTENTIAL LAND EXCHANGE and TDC AREA

Figure 12

to a "receiver area" identified as that area bounded by Tioga Avenue, Vista del Mar, and Sand Dunes Drive designated for high density residential. The mechanism for credit shall consist of one unit per eligible lot, to be transferred without regard for location, size, or value of the lot. A unit will be defined as one residential unit. Credit for transfer granted to any lot will become final upon certification of the Land Use Plan and determination by the State that the lot(s) generating the transfer is not subject to the public trust. The receiver area will be allowed additional density consistent with the number of lots in the two State holdings, based on one unit per lot. A maximum of eighty (80) units credit can be applied to the identified receiver area from the exchange areas described above.

If legislation enabling this exchange is not enacted during the 1982 legislative session or if this exchange is less than fully implemented on or before July 1, 1983, the LCP shall provide for the following two alternatives:

Option 1 consists of the following:

- a) The area west of Vista del Mar Street between Bay and Tioga Avenues shall be designated public recreation with a TDC of one unit per lot (41 units maximum) allowed to the identified receiver area;
- b) The area east of the Sewage Treatment Plant shall be public recreation with a TDC of one unit per lot (39 units maximum) allowed to the identified receiver area.

If agencies of the State of California determine not to exchange or consolidate their holdings south of Bay Avenue in Sand City, Option 2 will be implemented on or after July 1, 1984.

Option 2 consists of the following:

- a) the area west of Vista del Mar Street between Bay and Tioga Avenues shall be visitor-serving commercial (no motel/hotel) with development clustered at the southeast corner of the area, retaining the Special Treatment overlay;
- b) the area east of the Sewage Treatment Plant shall be visitor serving commercial with a motel allowed at a maximum density of 68 rooms.

There may be additional requirements regarding view corridors and dune stabilization programs as a condition of future development if the land exchange with the State of California is not implemented.

- 6.4.10 Lot consolidation for residential, visitor-serving residential and commercial uses will be encouraged in areas where small lots

may prohibit planned uses through the requirement of a specific plan for development. Furthermore, planned clustered development will be encouraged in the coastal zone. Future small lot subdivisions for residential and commercial uses will be prohibited.

In the area designated residential, high density, bounded by the Tioga Avenue, Sand Dunes Drive, the Sewage Treatment Plant property and Vista Del Mar Street, the City will encourage one building envelope. All lots within this area will be allowed TDC based on LUP densities and permitted to transfer those credits into the development envelope. Those lots not participating in the building envelope or planned unit development must be addressed in the specific plan for development as required for this area.

Provision of Services

- 6.4.11 New development shall be approved only where water and sewer services are available and adequate; and where adequate circulation and parking has been provided for.
- 6.4.12 Prior to the approval of any new development within the coastal zone of the City of Sand City, adequate sewage treatment facility capacity shall be demonstrated consistent with the provisions and requirements of the California Regional Water Quality Control Board. Alternatives for demonstrating additional treatment capacity may include but not be limited to:
- a) Construction of a package treatment plant at the Seaside Treatment Facility to handle all projected sewage capacities for the City's LUP land use designations, or
 - b) Construction of a new sewer line to the Monterey Treatment Facility to handle the same sewage capacities described in Alternative A, based on evaluation of system capacity and feasibility of institutional arrangements.

If an increase in sewage capacity cannot serve all the designations contained in the Land Use Plan, priority shall be given to Coastal Act priority uses of coastal dependent and visitor serving. Any package treatment plant approved shall reserve at least 50% of the increased capacity for priority uses.

- 6.4.13 Within the Coastal Zone, permit only new development whose demand for water use is consistent with available water supply and the water allocation presented in Appendix F.
- 6.4.14 Require all new developments to utilize water conservation fixtures (such as flow restrictions, low-flow toilets, et cetera).

- 6.4.15 Require water reclamation or recycling within large industrial uses and encourage water reuse for landscaping wherever possible and economically feasible.
- 6.4.16 Require that landscaping in new developments and public open space areas maximize use of low water requirement/drought resistant species.
- 6.4.17 If dune management programs are implemented on State owned properties or other areas within the City, investigate the feasibility of using reclaimed water for irrigation.
- 6.4.18 To insure that the demands of new development do not exceed the City's allocation, develop a water monitoring program to gauge the water use of new development.
- 6.4.19 If an additional water supply becomes available, consider density changes commensurate with the amount of additional water found, if consistent with LUP policies.
- 6.4.20 Support efforts to increase sewage capacity by the Monterey Regional Water Pollution Control Agency. Encourage property owners and developers to work with the MRWPCA to increase the sewage capacity available to the City of Sand City.
- 6.4.21 Adopt requirements for the provision of adequately sized sewer and water lines for development within the Coastal Zone.
- 6.4.22 Require that all new development provide for adequate access roads for access to all structures and on-site fire hydrants capable of supplying required fire flow.
- 6.4.23 Development within the Coastal Zone shall insure public safety by providing for:
 - a) adequate ingress and egress for emergency vehicles,
 - b) adequate street lighting, and
 - c) specific requirements of the Sand City Police Department.

Circulation

- 6.4.24 Require future development in the Coastal Zone area to provide safe adequate streets, parking and loading.
- 6.4.25 Encourage abandonment of existing undeveloped right-of-ways where cluster development is planned.
- 6.4.26 Encourage the restoration of existing developed areas within the Coastal Zone with respect to provision of adequate parking and roadway widths.

- 6.4.27 As development occurs in Sand City's Coastal Zone area, consider joining the Monterey Peninsula Transit District to improve the existing bus service ridership.
- 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 within the transportation corridor, as shown in Figure 10.
- 6.4.29 Establish a conceptual floating plan line for an eventual continuation of Vista del Mar Street or Sand Dunes Drive (frontage road) and Vista Del Mar Street (in the southern portion of the City) to increase coastal zone access.
- 6.4.30 Allow extension of Vista Del Mar Street as a primary access road.
- 6.4.31 Access to Fort Ord Military Base must be sufficiently restricted in any site-specific land use plan for Area 10 (D as shown on the Land Use Plan Map). Area 10 of this Plan borders Fort Ord on the ocean side of Highway One and must not interfere with military security to be consistent with the Coastal Act.
- 6.4.32 Vehicular access will be assured to all parcels approved for development from a public street as a condition of development, consistent with all other applicable policies in the Land Use Plan.

6.5 Recommended Implementation Actions

- 6.5.1 Amend General Plan and revise Zoning Ordinance to reflect coastal zone land use designations, uses and densities.
- 6.5.2 Adopt and implement Water Conservation Ordinance.
- 6.5.3 Collect information on existing private wells in the Coastal Zone in order to determine their usage and potential need for water out of the City's allocation.
- 6.5.4 Develop method of implementing frontage road.
- 6.5.5 Develop methods by which new development will provide circulation, service infrastructure and planned development.

7.0 REFERENCES

7.1 Bibliography

- Archaeological Consulting, Preliminary Archaeological Sensitivity Map for Sand City, April 1981.
- Arnal, Robert E., Eric Dittmer and Evelyn Schumaker, Sand Transport Studies in Monterey Bay, California, Moss Landing Marine Laboratories, Technical Publication 73-5, 1973.
- California Coastal Commission and the State Coastal Conservancy Joint Staff Report, "Coastal Access: Standards and Recommendations," 1980.
- California Department of Navigation and Ocean Development, Sand City Feasibility Study for Groin and Public Beach, for the State Legislature, Resources Agency, July 1972.
- City of Monterey, Cannery Row Local Coastal Program, Land Use Plan, 1980.
- Cooper, William S., Coastal Dunes of California, The Geological Society of America, Memior 104, 1967.
- Cowan, Bruce, "Protecting and Restoring Native Dune Plants," Fremontia, 1975.
- Duncan and Jones, Land Use Plan for the Laguna Grande/Roberts Lake Local Coastal Program, Cities of Monterey and Seaside, May 1981.
- Engineering-Science, Draft Report Preliminary Engineering Study Stage 3A Interim Wastewater Treatment at Agency's Local Plants, prepared for the Monterey Regional Water Pollution Control Agency (MRWPCA), Monterey, California, January 1982.
- Geoconsultants, Inc., Geology for Environmental Impact Report--Local Coastal Program (LCP), Sand City, California, prepared for Environmental Management Consultants.
- Ironside and Associates, Draft City of Marina Local Coastal Program Land Use Plan, City of Marina, December 1980.
- Kilbourne, Richard T., and Lalliana Mualchin, Geology for Planning: Marina and Salinas 7-1/2 Quadrangles, Monterey County, California, Open File Report 80-7 SF, California Division of Mines and Geology.
- Monterey County Planning Department, Moss Landing Community Plan, Local Coastal Program, April 1981.
- Monterey County Planning Departmentt, North County Land Use Plan--Local Coastal Program, April 1981.

- Monterey Peninsula Water Management District, Final Report to the California Coastal Commission Re: Available Water Study and Demand, March 1979.
- Recht, Hausrath & Associates, Economic and Demographic Projections (for the Monterey Peninsula Area), MPWMD, October 1980.
- Recht, Hausrath & Associates, The Visitor Sector, AMBAG, August 1979.
- Robinson, Richard, Ecological Survey of Sand City, May 1981.
- Santa Cruz County, Local Coastal Program, Draft Land Use Plan, January 1981.
- Thompson, Warren C., "Effect of Sand Extraction from the Surf Zone on Coast Erosion in Southern Monterey Bay," prepared for Monterey Sand and Company, July 1978.
- Thompson, Warren O., "Notes on Coast Erosion Between Monterey Harbor and Moss Landing," January 1977.
- U.S. Geological Survey, "Water Resources Inventory Report #82," February 1981.
- Wald, Donald F. L. and Associates, Sand City Shoreline Appearance and Design Study, November 1981.
- Welday, Edward E., "The Southern Monterey Bay Littoral and Coastal Environment and the Impact of Sand Mining," unpublished report, California Division of Mines and Geology, 1972.
- William Spangle & Associates, County-Wide Seismic Safety Element for the General Plans of the County of Monterey and Participating Municipalities, July 1975.

7.2 Persons Consulted

- Allayaud, Bill, California Coastal Commission Staff.
- California State Coastal Conservancy.
- California State Parks Department.
- Citizens Advisory Committee for the LCP, City of Sand City.
- Cope, Butch, City of Monterey Planning Staff.
- Miller, Michael, California Coastal Commission Staff.
- Norton, Haywood, City of Monterey Planning Staff.
- Stohlton, John, City of Sand City Attorney.
- Torre, Marshall, City of Marina Planning Director.

Appendix A

Resolution of City Council Certification
and Adopted Changes

City Council of the City of Sand City

Resolution No. 3

RESOLUTION APPROVING
THE LAND USE PLAN
OF LOCAL COASTAL PROGRAM

WHEREAS, pursuant to Public Resources Code Section 30500, the City of Sand City is required to prepare a Local Coastal Program for that portion of the Coastal Zone lying within its jurisdiction; and

WHEREAS, during all proceedings involved in the preparation and processing of such program the City has provided maximum opportunity for the public as well as all affected persons and entities to participate; and

WHEREAS, four public hearings were held by the Council of the CITY OF SAND CITY on January 28, February 2, March 16 and March 23, 1982, at Sand City City Hall, and public comment was received and considered; and

WHEREAS, in making such determinations and formulating such policies the Council has been fully apprised of the requirements, policies and goals of the California Coastal Act of 1976 and has made such determinations and formulated such policies in full conformity with the requirements, policies and goals of that Act taking into account the particular needs and characteristics of the City of Sand City; and

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

BE IT FURTHER RESOLVED that the Land Use Plan will require additional formal Sand City City Council approval after adoption by the California Coastal Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAND CITY that it hereby certifies that the Land Use Plan of the Local Coastal Program,

including the amendments and addendums thereto, is intended to be carried out in a manner in full conformity to the California Coastal Act of 1976 and said plan is hereby adopted.

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

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF SAND CITY this 23rd day of March, 1982, by the following vote:

AYES:	COUNCILMEMBERS: RITTER, LEWIS, MORRIS, MEADOWS and MAYOR PENDERGRASS.
NOES:	None
ABSENT:	None

APPROVED:



Mayor of Sand City

ATTEST:



Mary Ann Weems, City Clerk

Recommended Changes to the Draft LUP and Draft Responses to
Preliminary Coastal Commission Staff Comments,
dated January 20, 1982

Public Access

General

No response is necessary to comments made by Coastal Staff on page 1.

Page 13, Policy 2.3.1

At the end of the first sentence, add:

. . . accepted by appropriate "public agency or private entity."

After first sentence, add new sentences:

Figure 4 presents a system of shoreline access and designates the appropriate locations for primary access. Exact locations of vertical public accessways will be determined at the time of individual development proposals.

Page 13, Policy 2.3.1

After "adequate access exists nearby," add new sentences:

Adequate access is defined as access needed to accommodate demand, without overcrowding or becoming a detriment to private property. As a condition of new development a vertical accessway shall be required if there is no dedicated access within 700 feet, adequate to accommodate the intended use, and if adverse environmental impacts and use conflicts can be mitigated.

Page 13, Policy 2.3.2

Change the last word of the policy from "properties" to "development".

Page 14-16, Policies 2.3.4 through 2.3.8

No response is necessary.

Page 16, Policy 2.3.9

In first sentence, change the word "at" to "for." After the first sentence, add new sentences:

The means for providing public parking areas will be the responsibility of State and local governmental entities and private development proposals. The following will be pursued where feasible and consistent with the Plan:

1. Utilization of State of California Parks Department Properties to provide public parking and other public services and amenities, which provide quick and easy access to beach areas;
2. Abandonment, when appropriate, of some City paper streets, which then could be utilized for public parking strips, or traded for adjacent properties to form a more logically shaped parking lot; and
3. The City shall require approved development plans to include a provision for public parking on-site, or provide the property off-site, but in a convenient location to the beach areas, or be assessed an in-lieu pro-rata fee that the City could utilize for public parking and maintenance purposes.

Page 16, Additional Policy

Add a new policy, as follows:

Both existing and future surf zone dragline sand mining operations will be required to provide safe lateral public access across dragline operations without unreasonable delays. A definition of unreasonable delays must be adopted by the City and on record at City Hall for public review. All dragline operations must be sign posted to acknowledge the public's right to pass, as well as indicate a safe distance from dragline while it is in operation. Operator of dragline should have a clear view of beach area and dragline.

Page 17, Implementation Action 2.4.2

Delete the word "Guidelines" at the end of the sentence and add "access Standards."

Page 17, Additional Implementation Action

Add a new Implementation Action after 2.4.3, as follows, and change the sequence of the numbers following:

Develop a program to provide public parking at designated accessways.
Establish standards and possible financing sources.

Recreation and Visitor Serving Facilities

Page 21, Background

After the 2nd sentence in the 3rd paragraph, add new sentence:

Future establishment of boating facilities off of Sand City's coastline would still come under Coastal Commission jurisdiction and permit authority. However, permit authority for an inland marina (inland of the mean high tide line) would be delegated to the City.

Page 21, Background

In response to whether the shoreline is suitable for an inland marina, Sand City's coastline does not consist entirely of dunes and bluffs, as was stated in the Coastal Staff Comments. There is also no supporting evidence that this type of marina would not work in Sand City.

Page 21, last paragraph

The Monterey Peninsula area does offer camping and RV facilities with a variety of rates. There does not seem to be an excess of this type of use; however, according to Monterey's Visitor Sector report, there are 636 camping sites on the Monterey Peninsula, with an estimated 60% occupancy. Some examples are:

1. Veterans Memorial and Whispering Pines Park, City of Monterey (Public City Parks);
2. Laguna Seca Regional Park, County of Monterey (Public County Park);
3. Monterey Fairgrounds, City of Monterey (Public Use) -- Temporary, during activities;
4. 17-Mile Drive Village, Pacific Grove (Privately operated RV park); and
5. Marina Dunes R.V. Park, Marina (Privately owned R.V. park).

Page 22, Policy 3.3.3

Delete the phrase "health spas," and add "et cetera."

Page 24, Policy 3.3.8

At the end of the policy, delete "as well as the general public. (See also Policy 2.3.9)." Also, add:

The developer will have to provide an adequate number of parking spaces to suit that development, including any public uses on-site. However, in addition, the developer may be required to provide additional public parking not connected with that particular development, consistent with Policy 2.3.9.

Page 24, Policy 3.3.9

At end of policy, add "for public use."

Page 24, Policy 3.3.11

At the end of the policy, add the following:

The Coastal Commission will maintain jurisdiction and permit authority over all area seaward of the mean high tide line. The City would expect that other agencies acting on such a project would ensure that construction of such structures will not adversely impact Sand City's shoreline.

Page 24, Implementation Action 3.4.2

Delete "to include provision of public parking" and add:

Further standards will need to be established for public parking. (See Implementation Action 2.4.4.)

Coastal Resources Management

Page 27, Background

Previous researchers have estimated erosion rates for Sand City's coastline ranging between 1.4 and 5 feet per year. These estimates have been stated in terms of ranges and averages when actually they are episodic. Some assumptions have even been made regarding increases in an estimated erosion rate. However, seasonal erosion and accretion varies from place

to place and time to time along the coastline. Typically, it has been seen in Sand City that permanent coastal erosion takes place along the cliffs and bluffs as a result of major storms. There may be no erosion for many years, and then significant erosion may result at a particular location from one major storm. An average uniform erosion and/or accretion rate cannot be applied to Sand City's coastline, although there may be annual erosion and accretion. Therefore, due to the different erosion estimates and assumptions made by researchers, the cyclical storm patterns affecting erosion and accretion, and the uncertainty of whether aerial photos were taken before or after storms, it has not been demonstrated that a significant rate of erosion is occurring.

Page 27, Section 4.2.1, third paragraph

Add sentence to end of paragraph:

Lone Star Industries currently mines sand on its property for use as construction grade sand, which is not considered a specialty use.

Page 27, last paragraph

The consulting geologist reviewed all prior research regarding the issue of sand mining, during the preparation of the working papers. The conclusion of this review was that some assumptions have been made regarding whether or not sand mining contributes significantly to coastal erosion. However, to date there is no evidence to substantiate these assumptions.

Monterey Sand's oceanographic consultant and other researchers who reviewed aerial photos found no conclusive evidence of significant coastal erosion at sand mining sites or adjacent beaches.

In the absence of any quantified, documented evidence, it therefore cannot be conclusively determined that sand mining does or does not contribute significantly to coastal erosion in Sand City.

Page 28, paragraph 2

It is not the "long term" study discussed in this paragraph that is being recommended prior to commencement of new or expanded surf zone mining operations. A long term study such as that being recommended by Coastal staff would be too expensive and time consuming, and could discourage a viable coastal dependent use in Sand City.

Change last sentence of paragraph to read:

If new surf zone mining operations or expansion of existing operations are proposed in the City, data should be required in order to fully assess impacts, if any, and mitigations. Expanded operations mean a significant increase in dragline capacity through the use of multiple draglines. Any proposed new or expanded surf zone mining operations would need to comply with the State Mining and Reclamation Act and, would require a permit from the City. The City at the time of permit approval should require a determination of the feasibility of the operation supported by finding that the activity would not significantly contribute to coastal erosion.

Page 28, paragraph 3

Reference is made to the significance of the Monterey Sand Dune Complex on page 33, Section 4.2.4. The entire dune complex, which extends from the Salinas River to Canyon del Rey, has been determined significant on the west coast; however, no reference has been identified indicating its significance in the United States. Of the entire dune complex, Sand City contains the most severely disturbed dunes. The Sand City dunes are especially low and unstable when compared with the high standing and stabilized dunes in and around the City of Marina. In addition, previous coastal Commission maps have identified the dunes in this area as shifting sands (coastal zone Map #79, "Seaside," March 1, 1977, and March 25, 1981, adopted pursuant to section 30103(b) of the California Coastal Act of 1976. At times and in certain places, these active shifting sands have created a public safety nuisance when sand has blown across Sand Dunes Drive and State Highway One).

Page 28, last paragraph of Section 4.2.1

Add the following to end of paragraph.

Pursuant to this Act, the City will require all surface mining operations to obtain a mining permit from the City. In addition, all surface mining operations must submit to the City for approval, a reclamation plan prepared on City applications as called for by the Act. The plan must identify uses of the land after reclamation and how the reclamation will be accomplished. Sand City has a draft ordinance and reclamation plan application, which has been reviewed by the State and has been determined to be in conformance with State law.

Page 28, last paragraph

At the end of the paragraph, add:

These seawalls are actually bluff protective structures rather than an actual wall and consist of rip-rap and liquid concrete being poured into the voids of the structure to bind the structure together.

Page 29, middle paragraph

It is inaccurate to state that the bluffs and beaches of Sand City are in a "natural condition." For the most part, vehicular and pedestrian traffic, seawall construction, the sewage treatment plant outfall line, the commission-approved sewer line construction, construction of State Highway 1, and the old dump site have left the bluffs and beaches in an altered state.

Page 29, second to last paragraph, first sentence

Change the word "underdeveloped" to "undeveloped"

The City of Sand City believes that shoreline protective devices may be essential for the long term protection of existing structures, public facilities and vacant lots adjacent to and in the vicinity of existing structures and public facilities. For example: protective devices for Vista del Mar Street, Tioga Avenue, the MPRWPCA sewage pipeline and pump station, State Highway One and coastal dependent uses are consistent with

the Coastal Act. The Coastal Commission has interpreted the Act in such a manner that construction of shoreline protective devices between two such existing devices is consistent with the Act.

Page 29, last paragraph

Add:

Methods of maintenance of existing seawalls will be in accordance with standards adopted by the City.

(This change should also be made on page 39, Policy 4.3.8.)

Page 30, Section 4.2.2., last paragraph

Add:

It should be noted that Sand City does not have jurisdiction over projects seaward of the mean high tide line.

Page 32, paragraph 2

Projections have been made for distant source tsunami runups for southern Monterey Bay. As stated in the Plan, these projections indicate that the 100- and 500-year events would have a run-up of 1.8 meters (6 feet) and 3.5 meters (11.5 feet), respectively. The hazard from local source tsunamis have not been determined. All future proposed projects will require determination of tsunami hazard runup zones through site specific geologic investigations.

Page 33-34

The comment that "more emphasis needs to be put on these dunes as a visual amenity" is somewhat out of context, because the section it is referring to deals with the resource value of sand dunes and environmentally sensitive habitats. The comment that Sand City's dunes represent the last remaining open spaces between Fort Ord and Monterey is somewhat misleading because the coastal area west of Highway One is primarily open space from Fort Ord to Moss Landing.

The City of Sand City feels that the best way to create a dune character is through design and landscape conditions placed on individual development proposals. Through conditioning and implementation of development proposals, the City can create an attractive image. The existing State Parks property offers an opportunity for reconstruction or restoration of the native dune habitat (the portion of Area 2 owned by the State, identified in the Land Use Evaluation).

Add the above sentence to page 34 at the end of the last paragraph before Section 4.2.5 and to the end of Policy 4.2.23.

Page 36, middle paragraph

The source of information, as stated in the Plan, is the United States Geological Survey in their recent study of the Seaside aquifer "Water Resources Inventory Report," #82, by the U.S.G.S.).

No inconsistency was intended in later paragraphs, as suggested in Coastal Staff comments. The Coastal staff comments state that "new wells in Sand City 'would' contribute to overdraft." The Plan stated that they 'could' contribute to overdraft.

Page 36, second to last paragraph, first sentence

Delete the words "contribute to" and add "create an" and delete "or" and add "which could lead to."

Page 38, Section 4.2.6

Mitigation measures for archaeological resources are presented in Policies 4.3.32 and 4.3.33. Add sentence to end of section to read:

Development proposals in this area should be required to submit archaeological surveys by a qualified archaeologist to determine the presence and significance of archaeological resources, if any, and to recommend mitigations if necessary.

Policy 4.3.1

Delete phrase "as long as they remain economically feasible."

Policy 4.3.2

Change policy to read:

Prohibit development of new surf zone mining or expansion of existing surf mining operations unless the applicant can demonstrate that such activities will not significantly contribute to coastal erosion. Expansion of existing surf zone mining operations means a significant increase in dragline capacity through the use of multiple draglines.

Policy 4.3.3

No comment is necessary.

Recommended Changes to the Draft LUP Responses to
Preliminary Coastal Commission Staff Comments,
dated January 25, 1982

Page 38, Policy 4.3.4

With regard to Monterey Sand Company, the Coastal Commission has no planning or permit authority outside of the coastal zone. Therefore, Monterey Sand Company's operation outside of the coastal zone cannot be regulated insofar as this Plan is concerned. The portion of their property within the coastal zone that has been identified as a potential area of environmentally sensitive habitats will be subject to LCP policies 4.3.20 through 4.3.26, which present protection measures for identified environmentally sensitive habitats. It should be noted that this area contains some rare plant species, but the consulting biologist identified only generalized potential environmentally sensitive habitat areas. Dune mining activities will be subject to the City's Surface Mining and Reclamation Ordinance, which will require approval of a reclamation plan and issuance of a permit. (See also following comments for Policies 4.3.20 and 4.3.21.)

Change Policy 4.3.4 to read:

- Limit dune mining operations to areas which meet any of the following:
- a. areas where previous dune mining activity has occurred.
 - b. where dunes are in a severely disturbed condition. Severely disturbed dunes are those without stabilizing vegetation and those which are active.
 - c. Areas which have been severely disturbed by activities related to and in support of coastal dependent sand mining.

Page 38, Policy 4.3.5

In first sentence, delete "along the shoreline or blufftop" and add:
in the coastal zone (unless previous site-specific geological studies on or adjacent to that property are determined to be adequate).
In same sentence, change ". . . in order to prevent . . ." to read "so as not to contribute significantly to permanent . . ."
In last sentence, delete ". . . California Coastal Commission."

Page 38, Policy 4.3.6

In response to Coastal staff comments regarding provision of shoreline protection devices on vacant lots only when erosion of that lot is an immediate threat to the developed adjacent lot, add the following to page 29, second to last paragraph, delete second part of first sentence, which reads "although the significance . . . determined," and add the following:

In the Monterey Sand Company Case (P-78-552), Commission staff seemed to suggest that the threat of erosion to existing public facilities (Vista del Mar Street and the Sewage Treatment Plant) was a real possibility when they stated:

Much of the erosion occurs during major ocean storms
Public beaches and dunes at Marina, Sand City, and Seaside are affected by erosion. Public works facilities at Sand City and Marina are located just inland from the retreating bluffs. Also there are some private properties which lie close to the receding shoreline, most notable the Holiday Inn within the City of Monterey's boundaries.

Protection of Sand City's shoreline from further erosion, whether developed or vacant, is a critical factor in securing the long term protection of the City's existing structures, public facilities, and public health and safety. Protection of Vista del Mar Street will secure an important public access route. The existing sewage treatment plant and new regional pump station and pipeline are critical links in a regional sewage treatment program. It is apparent that the existing structures and public facilities near the City's shoreline are vital to serve the public benefit, and their long term protection must be secured.

Page 38, Policy 4.3.6

Change first word from "Regulate" to "Permit."

Delete the end of sentence, after "protection threaten . . ." and add the following:

erosion protection threaten the long term viability of developed properties, existing structures, public works facilities and vacant parcels.

Delete the second sentence and add:

Permit the construction of new shoreline protection devices between two existing shoreline protective devices.

Replace the first word, "Consider," of third sentence with "Permit."

Page 39, Policy 4.3.8

After first sentence, add:

Appropriate maintenance materials shall be in accordance with standards adopted by the City.

Page 39, Policy 4.3.9

As part of the implementation phase, risk levels will be defined as recommended in Implementation Action 4.4.3. The following will be added to the end of the policy, in accordance with State guidelines and adopted Sand City and County of Monterey guidelines:

Acceptable risk means the level of risk that the majority of citizens will accept without specific action by local government to provide protection.

Page 39, Policy 4.3.10

See material added to Background Section under Policy 4.3.6. In the third sentence, delete the words "protect structures during their economic life" and add "to secure the long term protection of Sand City's shoreline."

Page 39, Policy 4.3.12

See responses under Page 32, Paragraph 2, regarding tsunami hazards.

Delete last part of sentence ("and will be determined . . . investigation") and add:

The tsunami run-up zone and appropriate mitigations, if necessary, will be determined by the required site-specific geological investigation.

(See also response to comments for page 32, paragraph 2)

Page 40, Policies 4.3.13-16

See response for Policy 4.3.9 for definition of "acceptable risk levels."

Page 40, Policy 4.3.17

Delete the phrase "direct runoff and drainage away from or toward slopes," and add the following:

that would result in significant runoff which could adversely affect unstable coastal bluffs or slopes.

Page 40, Policy 4.3.20

Areas shown on Figure 7 do not correspond with the potential environmentally sensitive habitats mapped by the biological consultant. They differ slightly due to a drafting error, and will be corrected. The only exception is Area 3 (shown on the biologist's report), next to the Highway, which upon re-examination by the biologist, was found that only a portion of this area contains potential environmentally sensitive habitats. Therefore, a portion of this area was deleted from the biologist's original report.

Delete last part of sentence of Policy, which states ". . . in accordance with Coastal Commission guidelines."

Add the following to the Background Section, page 34, at the end of paragraph 2:

The Biological Survey conducted as a part of the LCP identified only generalized locations of potential rare and endangered species. No specific locations were identified. In many instances, only a "few" rare species were noted within a large area.

Page 40, Policy 4.3.21

Change policy to read:

Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values. Only uses dependent on these resources shall be allowed within these areas. However, if all

of the following conditions are met, any use or development shall be allowed within or adjacent to environmentally sensitive habitat areas.

- a) The area is located in close proximity to, or within or contiguous with, an existing developed area.
- b) The development is sited or designed to prevent any impact which would degrade significantly the habitat values of the environmentally sensitive habitat area or of any adjacent environmentally sensitive habitat area.
- c) The development will enhance or restore the habitat values of the environmentally sensitive habitat area in which it is located, or another environmentally sensitive habitat area within the city, or it will arrest a current process of degradation of the habitat values of the environmentally sensitive habitat area.

New uses proposed adjacent to locations of known environmentally sensitive habitats shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Page 40, Policy 4.3.22

The standards presented in this policy relate to specific locations of environmentally sensitive habitats. When their exact locations and significance are determined through site specific proposals and biological surveys, mitigations to protect these habitats will be implemented.

In first sentence, add the word "environmentally" after "Protect."

delete subsection "a" of this policy.

Page 41, Policy 4.3.24

Change the word "Discourage" to "Prohibit."

Page 41, Additional Policy

As discussed in previous responses, and on pages 33-34 of the LUP, the dunes west of Highway One have been highly degraded and are not in a natural condition. The majority of the dunes are active and little plant life has established itself, except for mainly non-native species. Therefore, these dunes are not a natural landform, nor are they environmentally sensitive habitats. While the dunes are part of a larger dune system, they are the most degraded and disturbed, and in and of themselves are not a "significant regional landform." As indicated in a previous response, Coastal Commission maps have also identified this area as consisting of shifting sands.

Page 42, Policy 4.3.30

Delete the fifth sentence of the sixth paragraph on Page 36 and add:
The City only has authority over new water well systems through conditioning of development proposals. Permit authority is granted to the MPWMD for new well water systems.

At the end of both this paragraph and the Policy, add:
In support of MPWMD's review and permit authority, the City should incorporate these requirements into City development review.

Page 42, Policy 4.3.32

Change end of policy (after "and to recommend protective measures, if necessary") to read:
If such resources are found, feasible site-specific mitigation measures shall be required as a condition of the development permit.

Page 42, Policy 4.3.33

After the word "supervision" add:
by a qualified archaeologist and consultation with a qualified Native American representative.

Visual Resources

Page 45, Policy 5.3.2

Visual resources in Sand City's coastal zone were mapped in the LCP Working Paper 3. Policy 5.3.6 (see following comments) requires new development to provide view corridors. Because the location and type of future development proposals are not known, exact locations of view corridors cannot be mapped. All developments will require provision of view corridors, to be determined at the time of the land use proposal.

For clarity, the majority of the design policies will be regrouped as design guidelines, as indicated below.

Page 45, Policy 5.3.2

Change policy to read:
Develop design standards for future development proposals, based on LCP policies and the following general design guidelines. These standards shall be used by the City's Design Committee to insure that new development will be sited, designed and landscaped in a manner that provides view corridors and considers protection and/or enhancement of visual resources.

Add policies 5.3.12 through 5.3.39 to this Policy, as guidelines "a" through "w", with the changes indicated below.

Page 45, Policy 5.3.4

Change first sentence to read:

Encourage restoration or enhancement, where feasible, of visually degraded areas.

Page 45, Policy 5.3.6

Delete the words "to the maximum extent feasible" and add:

consistent with City standards for view corridors. Such standards for view corridors should include varied roof or building profile lines, and visual corridors through, between and/or over buildings to the bay.

Page 45, Policy 5.3.7

This policy is not in conflict with the preceding policy; one discusses providing view corridors from Highway One in new development, and the other relates to screening of the new development (i.e., screening of the buildings and parking areas). Change policy to read:

New development should to the extent feasible, soften the visual appearance of major buildings and parking areas from view of Highway One.

Page 46, Policy 5.3.9

Delete this policy and other references to high standing dunes.

Page 46, Policy 5.3.10

Rewrite this policy as follows:

In new developments, require dune stabilization measures where feasible and where they would stabilize an unconsolidated dune, and/or reduce views of the development from Highway One.

Page 46, Policy 5.3.11

See response for Policy 6.4.9 on following pages.

Pages 46-47, Policies 5.3.12-39

Change from policies to design guidelines and add as guidelines "a" through "w" to Policy 5.3.2, with the changes noted below:

Policy 5.3.12 (a)

Change to read:

Encourage project design that is compatible to its surroundings and that enhances the overall City image. All buildings should be designed and scaled to the community character as established by new development.

Policy 5.3.13 (b)

Change to read:

Encourage mass and height variations within coastal zoning limits in order to provide view corridors and to generate "lighter," "airier" buildings. Encourage building designs that avoid overly bulky buildings that could significantly block view corridors. (See Section 6.4.5.)

Add a new section of policies after Section 6.4.4, Densities, on page 66, as follows, and renumber remaining policies.

6.4.5 Height Restrictions

In the Sand City Coastal Zone, permit a height limit of 35 feet as measured from ground level floor elevation, except for the following:

- a. Coastal dependent industrial uses will have a height limit of 75 feet, measured from ground level;
- b. Industrial/Manufacturing and Industrial Park designations will be permitted a height limit of 45 feet for new development. Existing development will be permitted a height of 75 feet from ground level, including replacement, expansion and/or improvement of existing development.
- c. Neighborhood Commercial designations will be permitted a height limit of 30 feet; and
- d. Hotel and visitor serving residential uses will be permitted variation in height to 45 feet on the ocean (Bay) side, with one-story increase inland.

6.4.6 As a part of normal City coastal permit procedures, an increase in height can be requested up to 45 feet, if any of the following conditions are met:

- a. Significant public amenities are provided on-site as defined by 50% more than the minimum requirements for accessways and viewing areas; and/or
- b. At least 75% of the structure is reserved for priority uses such as visitor-serving commercial, coastal recreational uses, and/or coastal dependent land uses.

Policy 5.3.14

Delete, as it was addressed under 5.3.12.

Policy 5.3.15

Delete.

Policy 5.3.16 (c)

Reword as follows:

Require colors compatible with the natural setting. Discourage garish colors. Encourage the use of earthtones.

Policy 5.3.19

Delete.

Policy 5.3.20 (f)

No response is necessary.

Policy 5.3.21

This is changed to a design guideline, so the language will remain the same. Delete last sentence.

Policy 5.3.22

Delete, as provisions for dune stabilization are made in Policies 4.3.4, 4.3.23-24, and 5.3.10.

Policy 5.3.23 (h)

Rewrite this policy, as follows:

As a short term solution, encourage landscaping of the existing sewage treatment facility and new pump station (for the Regional Facility) to screen it from view. If the Regional Sewer Facility is constructed, encourage the demolition of the existing Seaside Sewage Plant and screening of the remaining Regional Pump Station.

Policy 5.3.24 (i)

Add a sentence at the end, as follows:

Re-evaluate the existing paper street layout and, where feasible, abandon the rigid format of street patterns for an undulated pattern. Encourage the use of textured surfaces.

Policy 5.3.25

Delete, as it was included above.

Policy 5.3.29 (m)

Replace "Discourage" with "Prohibit."

Add the following to the end of the policy:

except for off-road vehicles necessary for emergency uses and to support coastal dependent uses.

Policy 5.3.34 (r)

This policy is simply intended to discourage parking areas on the ocean side of buildings in order to protect the ocean/beach setting. Parking would be more adequately sited underground or on the Highway One side of buildings, with appropriate berming and landscaping.

Land Use and Development

Background

Land use evaluations were prepared for all areas within Sand City's Coastal Zone, based on the criteria listed on page 59. These evaluations are available for review, as indicated in City responses to Coastal Commission staff comments to Sand City's LCP Working Papers. However, in response to current Coastal Commission comments, additional information will be provided in the LUP as indicated below, to further elaborate on these analyses. A summary of the analyses and water allocations developed as part of the LUP will be added as appendices to the plan and are included with these comments.

Page 59, Section 6.3.1

Change first paragraph to read:

As part of the LCP, a land use analysis was prepared for Sand City's coastal zone. The analysis divided the coastal zone into nineteen identifiable areas, each of which was evaluated in terms of resource and service constraints and Coastal Act policies. As a result of these evaluations, land use options and densities were analyzed in order to designate the land uses presented in this plan. Generally, the following factors were considered in these land use evaluations:

Under number 4, after the words "public access" add "and Coastal Act priority uses of."

Add the following paragraph before the second paragraph:

Appendix E presents the full land use evaluation criteria and a summary chart of the land use analysis. The chart summarizes the major findings of the analysis by area, as shown on the Map in the Appendix. As seen on the summary chart, every area was reviewed according to Coastal Act resource concerns, relationship to services and access, existing area conditions, and design capabilities. Based on this review, land use options were evaluated for each area, incorporating coastal act priority uses and evaluation of all resource and service data. The land use options that were evaluated for each area resulted in the final recommended land uses found in this Plan.

Change first sentence of second to last paragraph to read:

A primary land use constraint in Sand City is the limited availability of water.

Add the following sentence after first sentence of last paragraph:

Appendix F presents the water allocations that were developed for each area in the coastal zone as part of the total land use analysis.

Page 60

In response to comments regarding the development of densities, add the following paragraphs before Section 6.3.2:

Another service constraint which was considered in the land use analysis is the current limited capacity of the Seaside Sewage Treatment plant. As indicated in the background section, measures currently are being discussed regarding alternate methods for providing additional sewer capacity prior to the completion of the proposed regional plant in 1987. Two major alternatives considered to date for increasing capacity at the seaside plant include:

- 1) Construction of a secondary package treatment plant at the seaside treatment facility to handle projected capacities until 1987, or
- 2) The construction of a new sewer trunk line to the Monterey treatment plant to handle the same capacities described in 1, above.

All resource and service constraints were evaluated in order to establish densities. As a result, it was found that water is A primary constraint to future development. Because the limitation of water supply to the City has been defined via the City's water allocation,

it represents a quantifiable constraint that must be accounted for throughout the City. Therefore, it was a primary factor used to establish land use densities because it is the only constraint that can be translated numerically into densities. As a result of the water allocation performed as part of the land use analysis, maximum densities were established to indicate the maximum development that could occur with the City's present water allocation.

The densities presented in the Plan are allowed for gross acreages. However, implementation of other policies within the Plan could serve to prevent future development from building to the maximum density allowed. Specifically, these policies relate to investigation of natural hazards and environmentally sensitive habitats, provision of view corridors, landscaping, buffers and parking, and height restrictions. The extent of these constraints will vary, depending on the site and type of development proposal. But, they must be considered in every proposal, and as a result maximum densities may not be attained.

With regard to the Coastal Act as the standard of approval, denial and suggested modifications for this LUP and resolution of conflicts between Coastal Act Policies, as described in Section 30007.5, the Sand City LUP is promoting the policy, which states:

"The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The legislature therefore declares that in carrying out the provisions of this division such conflicts can be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies."

In preparing this LUP, Sand City encountered conflicts between Coastal Act policies as applied to the City. As a result, the policy set in Section 30007.5 of the Coastal Act was determinant in resolving these conflicts.

The above two paragraphs regarding section 30007.5 should also be added to the Introduction, page 2, after the fourth paragraph.

With regard to this comment, add the following to Page 59, at the beginning of Section 6.3., Future Land Use and Development:

The areas identified for development in Sand City's Coastal Zone represent a great potential to provide not only the opportunity for community growth but also can act as a regional asset for the Monterey Peninsula. As one approaches the Monterey Peninsula from the north on Highway One, the change from rural rolling landscape to the urban setting of greater Monterey occurs at Sand City. The importance of this turning point is that it raises a heretofore unfulfilled potential for Sand City to be an attractive addition to the Monterey Peninsula.

One of the many objectives the Land Use Plan seeks to achieve is a major entry statement for the Monterey area. Through careful design,

thoughtful landscaping and purposeful implementation programs, the land uses proposed here can establish a sense of character and theme which can benefit the regional community.

"Water Allocation Summary"

As previously indicated, this Water Allocation Summary will be included in the Plan as an Appendix, and is referenced in Section 6.3.1. Policy 6.4.11 ties the water allocations to the designated land uses. Policy 6.4.4 (e) shows density limitations on hotels and motels based upon water allocations. This will also be clarified in Policy 6.4.1 (b) as indicated below. Errors in the "Water Allocation Summary" have been corrected.

Page 62, Policy 6.4.1.(b)

Add sentence at the end of policy to read:

The hotel/motel uses shall be consistent with hotel/motel density limits presented in Policy 6.4.4.(e). All other visitor serving commercial uses shall be limited according to the water allocation presented in Appendix F.

In response to Coastal staff comments regarding dual land designations, see response under Policy 6.4.1.

Designation of Public Recreation

The spirit of Sand City's LUP meets the most basic of Coastal Act Policies; that is, to allow as many people as possible, without overcrowding, to enjoy the oceanfront/beach experience. This Plan provides for rigorous public access to public recreational beach areas and provides numerous visitor-serving commercial opportunities. It must be kept in context that Sand City is the beginning of the urban Peninsula. Therefore, rural public recreational opportunities do not make sense from a land use evaluation standpoint.

The Land Use Map could be amended to designate pocket areas and thin strips of beach in front of areas 6, 7, 8, and 9. This would provide a continuous strip of public beach at low tide. Assuming public access will be provided through these areas, public recreational beaches, where feasible, should then be provided.

Page 62, Policy 6.4.1(a)

The City, in its land use evaluations for the LUP, considered designation of areas 6, 7, 8, 9, and 10 as coastal dependent. It was found that in the absence of any existing coastal dependent uses (other than surf zone sand mining), and with the limited potential for other coastal dependent uses, these areas were not suitable for coastal dependent designation. The potential for coastal dependent designation was assessed via the resource and topographic constraints of the parcels. Monterey Sand Company, area 7, was the only area with a coastal dependent use that was found suitable for this designation.

Page 62, Policy 6.4.1.(a)

Change policy to read:

Allow coastal dependent uses, including but not limited to specialty surf zone sand mining; allow a secondary land use designation as defined below after the coastal dependent use is shown to the City to be infeasible and the secondary use is consistent with the Coastal Act and the LUP. At that time the secondary use, visitor serving commercial, will become the use.

Policy 64, Policy 6.4.1 (f), (h) (i) and (j)

Add Zoning Ordinance references to "C-2," "C-3," "M" and "I-P" uses in Appendix C and cross reference these policies to the Appendix.

Page Policy 64, Policy 6.4.1 (i)

The existing industrial activities in areas 6 and 8 were found to show significant benefit to the community and the Peninsula region as a whole. Thus, they were dual designated industrial-visitor serving. It was also found with regard to these parcels, that in the long-term perspective, Sand City's coastline might better serve the public sector through visitor-serving type use.

In the case of the dual back-up designations on coastal industrial parcels, the secondary designation was found to be the preferred use. However, the existing industrial uses were found to provide a crucial economic benefit to the region. This makes the industrial designation a critical portion of the plan. It allows these industrial uses to continue as conforming uses, to serve the Peninsula until such a time that a higher priority use becomes more important to the region.

Delete the last sentence of the policy and add the following:

The secondary use will be allowed after it is demonstrated to the City that the industrial use is no longer important or feasible in the regional context, and that the secondary use is consistent with the Coastal Act and the LUP.

Page 65, Policy 6.4.2 (a)

After the first sentence, add the following:

These units are to be interval units, in which the purchaser acquires one or more intervals. Intervals are usually in one or two week periods.

Page 65, Policy 6.4.3 (b))

Change second to last sentence to read:

The plan line will have a flexible location across the properties shown on Figure 10.

Page 67, Policy 6.4.7

Rewrite policy as follows:

Time limitations will not be established for non-conforming uses created by this Plan. Expansion of non-conforming uses established by this Plan will not be allowed.

Page 67, Policy 6.4.9

This policy should go unchanged with a further explanation of the City's position on this issue in the text of this Plan. Add the following text to the end of Section 6.3.1, Land Use Analysis, on page 60:

As a part of the LUP land use evaluations, lot consolidation was also considered as an option to development of existing lots in those portions of Sand City's coastal zone plotted with small lot subdivisions. The many opportunities which the City's coastal zone holds for enhancement of public benefit and economic growth are inhibited by the historic division of parts of this area into small lot subdivisions. It is a major goal of the City to reassemble, where feasible, the land within these undeveloped subdivisions to create areas of sufficient acreage to take advantage of modern planning and design techniques. To do so will allow a format in which development can be clustered, open space preserved and view corridors from Highway One provided.

To a large degree, small lot consolidation in Sand City's coastal zone has been occurring with moderate success over the past two years. For example, three property owners in Area #5 (as shown on the Land Use Analysis Map in Appendix E) who realize that planned development is advantageous have consolidated the majority of these lots. With the initiation of an assessment district to provide services and approval of the Coastal LUP for this area, private lot consolidation would be facilitated.

While mandatory lot consolidation is legally questionable, the consolidation of small lot subdivisions is encouraged. This Plan has designated densities in these areas designed to encourage lot consolidation, with the potential for planned clustered development and open space. Specific planning through planned development and strict architectural standards will aid in protecting coastal natural resources.

The City's vehicle for lot consolidation in both the private and public sectors include:

- o the City of Sand City and
- o the private property owners, as follows:

Accept the existing method of lot consolidation that has occurred to date, realizing that not all the parcels will necessarily be included in any one development proposal. However, planned development could still occur on individual or partnership terms with consolidated lots. This would probably include rearranging street patterns where feasible. The vehicle for lot consolidation, where feasible, would be the City and owners' desire for a planned development, the formation of an assessment district and approval of the LUP. The City could function as the investigative, coordinating and encouraging agency.

Page 67, Policy 6.4.10

Add additional information in Background section, as identified below:

Page 56, Sewer Service, Second paragraph

Change first part of second sentence to read:

A MPRWPCA study is currently in the draft stage to determine . . .

Delete the third paragraph of this section and the following:

The MPRWPCA has just completed this draft study which evaluated each of the Agency's five wastewater treatment plants, including the Seaside Treatment Facility. The evaluation was conducted for three, five and ten year planning periods and makes additions to each plant, so that each plant will meet discharge requirements and serve projected growth.

Projections showing population growth in Seaside, Sand City and Del Rey Oaks were developed indicating a present population of 25,000. The 1984 population projection is 26,200, a 1986 population of 27,250 and a 1991 population of 29,600 was made. The Seaside Treatment Facility has a capacity of 2.0 million gallons per day (MGD). Anticipated effluent flows are as follows:

<u>Year</u>	<u>Sewage Flow (MGD)</u>
1981	1.9
1984	2.2
1986	2.4
1991	2.5

The above figures indicate that .3 MGD will be needed by 1984, .5 MGD by 1986, and .6 MGD by 1991.

Alternative expansion plans for the Seaside Facility were evaluated in this study. Conclusions were based on feasibility, environmental impact, performance and cost. Recommendations for the 3 and 5 year planning periods to meet the anticipated effluent flow consist of chemically-assisted primary treatment facilities at the Seaside Plant. Improvements to the chemically-assisted primary treatment facilities would be proposed for the 5 year planning period. This was the most cost effective alternative and showed the least number of adverse impacts. The 10 year options consist of secondary treatment at both Seaside and Monterey or primary treatment at Seaside with construction of a new sewer line to carry flows to Monterey. Both alternatives would require major construction. Until sewer plant capacity has been increased development priority should be given to Coastal Act priority uses of coastal dependent and visitor-serving.

Page 67

Add new policy after Policy 6.4.10, as follows, and renumber remaining policies:

Prior to the approval of any new development within the coastal zone of the City of Sand City, adequate sewage treatment facility capacity shall be demonstrated consistent with the provisions and requirements of the California Regional Water Quality Control Board. Alternatives for demonstrating additional treatment capacity may include but not be limited to:

- a) Construction of a package treatment plant at the Seaside Treatment Facility to handle all projected sewage capacities for the City's LUP land use designations, or
- b) Construction of a new sewer line to the Monterey Treatment Facility to handle the same sewage capacities described in Alternative A.

Until sewer plant capacity has been increased, development priority should be given to Coastal Act priority uses of coastal dependent and visitor serving.

Page 68, Policy 6.4.17

Add following to end of policy:
if consistent with LUP policies.

Page 68, Policies 6.4.22-24

Delete all housing policies, since there is no longer Coastal Act jurisdiction over housing issues, and the City's Housing Element will address specific issues related to affordable housing.

Page 68, Policy 6.4.24

No response is necessary.

Page 69, Policy 6.4.30 and 31

The extension of Vista del Mar Street to the south is a critical coastal access link in Sand City and an extension of major access right-of-way in the southern portion of the coastal zone. Implementation of this right-of-way will probably allow the City to abandon some other minor rights-of-way in this area in order to provide public parking. The City has every intention of upgrading, extending and protecting Vista del Mar Street as our coastal oceanfront/beach access route. This program to improve Vista del Mar Street provides a public benefit consistent with the access portion of the Coastal Act.

Page 69, Policy 6.4.32

Delete policy from this section and transfer to Access section.

Specific Site Designations

Area E (10 on Water Chart) -- Lone Star Site

Correct typos and misprints in the entire Water Allocation Summary. Further note that in Area 10 the land use designation portion of the Water Summary, the words "beach area" should be deleted immediately after "Public Recreation."

The intent of the Public Recreation designation at this site is to provide 7 acres of both beach and upland recreational area with the actual

location of this designation to be identified with future site-specific land use planning. The parcel's beach area shall be a part of this public recreation acreage.

Add a policy to the Plan, as follows:

Access to Fort Ord Military Base must be sufficiently restricted in any site-specific land use plan for Area 10. Area 10 of this Plan borders Fort Ord on the ocean side of Highway One and must not interfere with military security to be consistent with the Coastal Act.

Area D (Area 11)

Public recreation was not an intended use in this area, and the error on the Water Chart will be corrected.

Area B (Area 8)

Coastal dependent industry was not an intended use in this area, and the error on the water chart will be corrected.

Areas 14 and 16 (on Water Chart)

The dunes along the Freeway referred to in this comment are located within an area of potential environmentally sensitive habitats. The areas are only general locations of these habitats. Rare and endangered species are scattered within this area, and localized environmentally sensitive habitats have not been determined. Once specific locations are known, mitigation measures will be developed to protect identified resources.

Area 5

The density is a necessity in order to encourage lot consolidation and potential planned development. In order to encourage lot owners to consolidate their holdings, to cluster planned development, to preserve open space and provide view corridors, the density is a critical factor in the success of this endeavor.

The Plan has accounted for water supply and eventual sewer capacity. Siting and design of development will protect the visual resources of this area. The existing unconsolidated dunes have been determined insignificant by the Plan.

The City has encouraged lot consolidation and planned development in Area 5. Please refer to inserted response to comments, Section 6.3.1, Land Use Analysis.

Area 1 and 2, Hicks Property

There is nothing in the Coastal Act that implies that a low intensity use at these two sites is the only way to comply with the Act. Sand City has proposed a high priority coastal use (visitor serving commercial) at a location that is suitable for the use. The use will attract people to the oceanfront, and with the public access that is proposed for the site, will encourage maximum use of this oceanfront area by both the public and those using the visitor serving accommodations.

Potential hazards from erosion and tsunamis will have to be addressed further in site specific geological investigations. Potential erosion and tsunami hazard will have to be evaluated and mitigated at the time of project proposals.

Coastal Act Section 30251 does not imply the shoreline must be clear of structures in order to protect scenic and visual qualities. What it does say is "Permitted development shall be sited and designed to protect views to and along the ocean . . ."

Trade of these properties with the State appears to be very unlikely and would almost surely result in an unequitable trade for the property owners of Areas 1 and 2. The City feels the same goals can be accomplished with what is proposed in this Plan, especially if State Parks is willing to cooperate in providing public recreation, parking opportunities and open space on their properties.

The City has reviewed the Commission's findings on the regional sewer line permit with regard to shoreline protection. The City generally disagrees with this finding for two reasons:

- 1) It is contrary to Section 30010 of the Coastal Act; and
- 2) It is an unduly conservative evaluation of shoreline processes.

Our position is that this area of the shoreline should be protected to ensure the long term protection of Vista del Mar Street, the sewage treatment facility and regional pump station and the regional pipeline.

Final Comment

Sand City has only one suitable area for growth of the visitor serving commercial, recreational and residential type, and that is on the west side of Highway One. The east side of Highway One in Sand City has been established over the years as an industrial employment center and does not lend itself to these types of uses in any extensive fashion. Retention of the existing industrial character of this portion of the city is vital to the economic and social well-being of the region as a whole. The overall intensity of the Plan must be put into perspective. The densities shown are maximums, and these maximums will be further constrained by the policies of this Plan.

Appendix B

Significant LCP Actions, Products,
and Meetings

Appendix B

Significant LCP Actions, Products and Meetings

*Public Meeting Dates

1. Funding for preparation of Sand City Work Program granted by Coastal Commission. December 2, 1980
2. Work Program and Issue Identification--Public Hearing and City Approval December 22, 1980*
3. Work Program approved by Coastal Commission February 9, 1981
4. Completion of Draft Working papers
 - #1 Shoreline Access and Recreation and Visitor-Serving Facilities June 1981
 - #2 Marine Environment and Environmentally Sensitive Habitat Areas June 1981
 - #3 Development and Industrial Development June 1981
5. Citizens Advisory Committee (CAC) meetings to discuss Draft Working Paper June 23, 1981
June 29, 1981
6. Completion of 3 Working Papers July 1981
7. Public Workshop Meetings to receive comments on Working Papers July 16, 1981*
July 23, 1981*
8. CAC meeting to discuss comments received on Working Papers September 10, 1981
9. Responses to Working Papers comments Completed by City September 21, 1981
10. Notice to all Property Owners in Coastal Zone to inform them of LCP Process October 29, 1981
11. CAC meetings to discuss Land Use Plan (LUP) issues and Draft LUP November 16, 1981
November 24, 1981
December 14, 1981
12. Draft Land Use Plan Completed by the City December 18, 1981
13. Preliminary Coastal Commission's Staff's Comments on Draft received January 20, 1982
January 25, 1982
14. City Council Public Hearings on Draft January 28, 1982*
February 2, 1982*
March 16, 1982*

- | | |
|--|---|
| 15. CAC meetings to discuss comments received on Draft LUP | January 27, 1982
February 16, 1982
March 2, 1982
March 8, 1982
March 16, 1982 |
| 16. Responses to Coastal Commission comments and Recommended Changes to Draft completed by CAC | March 16, 1982 |
| 17. City Council Public Hearing on Draft and Recommended Changes and approval of Land Use Plan | March 23, 1982 |
| 18. Land Use Plan submitted by Sand City to California Coastal Commission for review and Certification | |
| 19. Coastal Commission Public Hearings on LUP | June 4, 1982*
August 12, 1982*
September 7, 1982*
December 2, 1982*
February 10, 1982 |
| 20. CAC meetings to discuss comments from Coastal Commission Staff and Hearings | June 17, 1982
June 25, 1982
June 29, 1982
July 1, 1982
July 15, 1982
August 5, 1982
September 2, 1982
September 16, 1982 |
| 21. City Public Workshop to receive comments on Draft Revisions to LUP | July 8, 1982* |
| 22. City Council Public Hearings on City's Resubmittal of the LUP | September 21, 1982* |
| 23. CAC meetings to discuss Draft Implementation Plan | December 9, 1982
January 4, 1983
January 6, 1983
January 12, 1983
February 8, 1983
February 15, 1983
March 1, 1983 |

Sand City
LCP PUBLIC HEARINGS
ON DRAFT LUP

Attendance

January 28, 1982

David Pendergrass, Mayor
Michael Morris
Carl Ritter
Mark Meadows

Council

Mary Ann Weems, City Clerk
Michael Groves, Planner, EMC
Dave Wilson
Ron Dennis
Don Young
Michael Albov
Steve Woolpert
Don Southard
Joe & Jane Anastasi
Juanita Broilier
Lee Gross
Harry Hicks
Dudley DeZonia

February 2, 1982

David Pendergrass, Mayor
Michael Morris
Carl Ritter
Mark Meadows

Council

Mary Ann Weems, City Clerk
Michael Groves }
Stephanie Strelow } Planners EMC
Bill Allayaud, Coastal Commission
Don Southard
Steve Woolpert
Mr. & Mrs. Dudley DeZonia
Michael Albov
George Robinette
Roy Hubbard
Jerry Dalton
Roy Meadows
Martin Brown
Mr. & Mrs. Jim Sturgeon

March 16, 1982

David Pendergrass
Michael Morris
Carl Ritter
Mark Meadows
Ronda Lewis

Council

John Stohlton, City Attorney
Mary Ann Weems, City Clerk
Michael Groves }
John Benoit } Planners, EMC
Gil Neill, City Engineer
James & Marjorie Sturgeon Lee Morrow
George Robinette Norbert Dall
Steve Woolpert Gerald Dalton
Michael Albov Dave Wilson
Rod Holmgren Jack Angel
Mr. & Mrs. Gunter Bob McGuire
Mr. & Mrs. DeZonia Fred King
Michelle Strictland Lee Milton
Joe Leonard Roy Meadows
Robert Standfield Ron Dennis
Mr. & Mrs. Harry Hicks Kay Leonard
Carl Larson

MINUTES OF SPECIAL COUNCIL MEETING, CITY OF SAND CITY
CITY HALL, 101 SYLVAN PARK, SAND CITY, CALIFORNIA
JANUARY 28, 1982

PUBLIC HEARING

The meeting was called to order by MAYOR PENDERGRASS at 7:00 P.M..

Present were Councilmembers: RITTER, MORRIS, MEADOWS, and MAYOR PENDERGRASS.
Councilmember RONDA LEWIS was excused.

Staff Member, MICHAEL GROVES, was present.

Purpose of this meeting was the first of two (2) PUBLIC HEARINGS to receive comments on the DRAFT LAND USE PLAN prepared for Sand City's LOCAL COASTAL PROGRAM; and was held at the time and place specified in the published Public Notice in compliance with the statute governing same.

Planner, MICHAEL GROVES, of Environmental Management Consultants, gave a short presentation on the DRAFT LAND USE PLAN, and announced that written comments had been received from the Department of Fish & Game, and the California Coastal Commission. A Land Use Plan map was on display, and copies of the DRAFT LAND USE PLAN, WATER ALLOCATION SUMMARY, and all comments received to date, were available.

MAYOR PENDERGRASS opened the floor to public comment. MRS. JUANITA BROILLIAR, 1875 Ocean View, Sand City, California, addressed the Council, expressing her concern for the future of the sand dunes. MRS. CORALEE GROSS, 1875 Ocean View, Sand City, California, addressed the Council, regarding the sand dunes. (Complete dialog of these oral comments are on tape, for the records).

There being no further speakers, MAYOR PENDERGRASS closed the floor to public comment and asked for Council discussion. Councilmember RITTER moved, Councilmember MORRIS seconded, a motion to adjourn the meeting until 7:00 P.M., February 2, 1982, at which time the second PUBLIC HEARING on the DRAFT LAND USE PLAN will be held, as previously announced. The motion carried unanimously.

Meeting was adjourned at 7:20 P.M..

Mary Ann Weems
City Clerk

Approved February 16, 1982

MINUTES OF SPECIAL COUNCIL MEETING, CITY OF SAND CITY
CITY HALL, NO. 1 SYLVAN PARK, SAND CITY, CALIFORNIA
FEBRUARY 2, 1982

PUBLIC HEARING

The meeting was called to order by MAYOR PENDERGRASS at 7:00 P.M..

Present were Councilmembers: RITTER, MORRIS, MEADOWS and MAYOR PENDERGRASS.
Councilmember RONDA LEWIS was excused.

Staff Member, MICHAEL GROVES and assistant
STEPANIE STRELOW were present.

Minutes of the Special Council Meeting Public Hearing held January 28,
1982, were approved.

Purpose of this meeting was the second of two (2) PUBLIC HEARINGS to
receive comments on the DRAFT LAND USE PLAN prepared for Sand City's
LOCAL COASTAL PROGRAM: and was held at the time and place specified in
the published Public Notice in compliance with the statute governing same.

Planner MICHAEL GROVES, of Environmental Management Consultants, gave a
short presentation on the DRAFT LAND USE PLAN, and announced that results
of these two (2) Public Hearings, plus all written comments received to
date, will be taken back to a Citizen's Advisory Committee for review;
will be summarized and an addendum presented to the Council for consideration.
A Land Use Plan map was on display and copies of the DRAFT LAND USE PLAN,
WATER ALLICATION SUMMARY, and all comments received to date, were available.

Mr. Bill Allayaud, of the California Coastal Commission staff, said the time
restraint for submitting the plan to that commission, will be moved from
February 1982, to April 1982.

MAYOR PENDERGRASS opened the floor to public comment. There were none.

There being no public comments, the floor was then closed to the public
and opened for Council discussion. There being no further discussion,
Councilmember RITTER moved, Councilmember MORRIS seconded a motion to
re-adjourn to another meeting at a future date, when necessary. The motion
carried unanimously.

Meeting was adjourned at 7:15 P.M.

Mary Ann Weems
City Clerk/Treasurer

Approved February 16, 1982

MINUTES OF COUNCIL MEETING, CITY OF SAND CITY
CITY HALL, NO. 1 SYLVAN PARK, SAND CITY, CALIFORNIA
MARCH 16, 1982

The meeting was called to order at 7:30 P.M., by MAYOR PENDERGRASS.

Invocation was led by Reverend LEE MILDON.

INVOCATION

Pledge of Allegiance was led by MAYOR PENDERGRASS.

PLEDGE

The City Clerk took roll. Present were: Councilmembers RITTER, LEWIS, MORRIS, MEADOWS and MAYOR PENDERGRASS.

ROLL CALL

Councilmember MORRIS moved, Councilmember MEADOWS seconded a motion that the minutes of the Council meeting held February 16, 1982, be approved. The motion carried unanimously.

APPROVAL OF
MINUTES

Register of Demands #263 totaling \$14,627.38 was presented to the Council for approval. Councilmember RITTER moved, Councilmember LEWIS seconded a motion that the claims be approved, allowed and ordered paid. The motion was unanimous.

REGISTER OF
DEMANDS NO. 263

OLD BUSINESS

MAYOR PENDERGRASS opened the floor to a continued PUBLIC HEARING for: receiving comments on the DRAFT LAND USE PLAN prepared for Sand City's LOCAL COASTAL PROGRAM, and was held at time and place specified in the published Public Notice in compliance with the statute governing same. Planner MICHAEL GROVES, of Environmental Management Consultants, gave a short presentation on the DRAFT LAND USE PLAN, and announced that results of the Public Hearings, plus all written comments received to date, will be taken back to a Citizen's Advisory Committee for review; will be summarized and an addendum presented to the Council for consideration. A Land Use map was on display and copies of the DRAFT LAND USE PLAN, WATER ALLICATION SUMMARY, and all comments received to date, were available.

LOCAL COASTAL PLAN
CONTINUED
PUBLIC HEARING

MAYOR PENDERGRASS then opened the floor to public comment. Mr. CARL Larson, 123 Seafoam Street, Monterey, California, a representative of the Sierra Club, addressed the Council, expressing his concern that the DRAFT SAND CITY LCP lacks the intent of the Legislature; letter of the law and the spirit of Proposition 20. Mr. ROD HOLMGREN, 3398 Taylor Road, Carmel, California, of the Ventana Chapter, Sierra Club, addressed the Council, stating that there is no provision for a beach in the DRAFT LAND USE PLAN and that City Beach should be left open for public use. He also expressed concern for dune restoration and other aspects. (Complete dialog of these and other oral comments of the two speakers are on tape, for the records.)

There being no further speakers, the floor was closed to public comment and opened for Council discussion. The Council continued the Public Hearing to March 23, 1982 at 7:30 P.M..at Sand City Hall.

Unapproved City Council Minutes

to be approved April 20, 1982

NEW BUSINESS

USE PERMIT #193 (LEONARD'S TRUCK & DIESEL REPAIR) JOSEPH LEONARD, was presented to the Council for approval. Councilmember RITTER moved, Councilmember LEWIS seconded a motion that the Use Permit #193 be approved. The vote was unanimous.

USE PERMIT #193-
LEONARD'S TRUCK &
DIESEL REPAIR

USE PERMIT #194 & SITE PLAN of LEE MORROW, for installation of a MOBILE HOME at 445 Orange Avenue, was presented to the Council. Councilmember MEADOWS moved, Councilmember RITTER seconded a motion to approve the Use Permit #194 and Site Plan. The vote was unanimous.

USE PERMIT #194 -
& SITE PLAN
LEE MORROW

USE PERMIT #195 of THOMAS GUNTER (ALFA ETC., INC.) at 546 Elder Street was presented to the Council for approval. Councilmember LEWIS moved, Councilmember MEADOWS seconded a motion to approve the Use Permit #195. The vote was unanimous.

USE PERMIT #195 -
ALFA ETC., INC.

Request for Re-location of a Storm Drainage Easement at LOCKWOOD TECHNICAL INC., 709 California Street, was presented to the Council for approval. After discussion with City Engineer GIL NEILL and City Attorney JOHN STOHLTON, Councilmember RITTER moved, Councilmember MEADOWS seconded a motion to approve the request. The vote was unanimous.

RE LOCATION OF
STORM DRAINAGE
EASEMENT - LTI

MAYOR PENDERGRASS opened the floor to PUBLIC HEARING for: RESOLUTION No. 2- (1982)..TEMPORARY USE OF LAND PERMIT. After a short presentation by JOHN BENOIT, of Environmental Management Consultants, MAYOR PENDERGRASS opened the floor to Public Comment. There being none, he closed the floor to Public Comment and opened the floor for Council discussion. Councilmember MORRIS moved, Councilmember LEWIS seconded a motion that the RESOLUTION be adopted:

PUBLIC HEARING
TEMPORARY USE OF
LAND PERMIT -
RESOLUTION NO.
2-(1982)

AYES: RITTER, LEWIS, MORRIS, MEADOWS
and MAYOR PENDERGRASS.

NOES: None

ABSENT: None

The Council accepted POLICE CHIEF STAPLES's written report. MAYOR PENDERGRASS complimented CHIEF STAPLES for a good report.

POLICE CHIEF
REPORT

City Attorney, JOHN STOHLTON, recommended that Condition #15, on USE PERMIT #192 (DAVID WILSON-MOBILE HOME) regarding liability for personal injury, be omitted. Councilmember RITTER moved, Councilmember MEADOWS seconded a motion that this recommendation be approved. The vote was unanimous.

CITY ATTORNEY
REPORT

City Engineer, GIL NEILL, reported that there had been no further action from the Coastal Commission regarding the caves at the end of Tioga Street.

CITY ENGINEER
REPORT

Southern Pacific Company rejected the city's request for a RAILROAD CROSSING at LA PLAYA AVENUE. They have asked for a public hearing.

Sewer work being done by MRWPCA has been inspected and city requirements regarding restoration have not been met. That agency has been contacted and it is understood that they will comply with requirements.

The City-owned lot on John Street will not be put up for sale. The Council decided to keep it for the time being.

MISCELLANEOUS

A request from FRED KING to build a road into his undeveloped property off Merle Street (paper street) was continued to the April Council meeting. He will have to present a site plan. The Council instructed City Engineer GIL NEILL to prepare a policy, stating standard requirements for paper streets, by the April Council meeting.

Ordinance regarding governing MONTEREY DIPOSAL SERVICE was carried over to the April Council meeting.

MAYOR PENDERGRASS announced that a Citizen's Advisory Committee meeting would immediately follow Council meeting.

There being no further business the meeting was adjourned at 8:35 P.M..

Mary Ann Weems
City Clerk/Treasurer

MINUTES OF SPECIAL COUNCIL MEETING, CITY OF SAND CITY
CITY HALL, NO. 1 SYLVAN PARK, SAND CITY, CALIFORNIA
MARCH 23, 1982

PUBLIC HEARING

The meeting was called to order by MAYOR PENDERGRASS at 7:30 P.M..

Present were Councilmembers: RITTER, LEWIS, MORRIS, MEADOWS,
and MAYOR PENDERGRASS.

Staff Member, MICHAEL GROVES and assistant
STEPHANIE STRELOW were present.

Purpose of this meeting was the fourth of four (4) PUBLIC HEARINGS to receive comments on the DRAFT LAND USE PLAN prepared for Sand City's LOCAL COASTAL PROGRAM: and was held at the time and place specified in the published Public Notice in compliance with the statute governing same.

Planner MICHAEL GROVES, of Environmental Management Consultants, gave a short presentation on the LCP process, the DRAFT LAND USE PLAN, the contents of the plan, and the timing of the plan. He also explained all the plan addendum materials the Council members received in their packet for the hearing. A Land Use Plan map was on display and copies of the DRAFT LAND USE PLAN and all addendum materials were available.

MAYOR PENDERGRASS opened the floor to public comment. He read a letter addressed to the City Council from LORRI and GLYNN LOCKWOOD of LTI Corporation, Monterey, California, dated March 23, 1982, which expressed concern of providing public beach area and limiting visitor and residential densities. Mr. ROD HOLMGREN, 3398 Taylor Road, Carmel, California, of the Ventana Chapter, Sierra Club, addressed the Council from a prepared statement. He expressed concerns regarding public recreation needs, reduced visitor serving, and residential densities, reduced height restrictions, and dune stabilization policies. MR. CARL LARSON, 123 Seafoam Street, Monterey, California, a representative for the Sierra Club Coastal Task Force, requested the Council to consider concerns regarding proposed building heights, viewshed protection, sand mining and preservation of coastal resources. MR. RON DENNIS, Vice-President of Imperial Group, San Francisco, California, expressed appreciation to City and Staff for developing a plan which meets conditions of the Coastal Act, and recommended that the City approve the proposed plan.

There being no further speakers, the floor was closed to public comment and opened for Council discussion. Planner, MICHAEL GROVES, noted that all changes were made available to the public prior to the meeting, including the Sierra Club. Sierra Club representative, RON HOLMGREN, agreed and stated that he retracted the statement made in his letter. MAYOR PENDERGRASS stated that public recreation and access provisions are being met, and that the plan was developed according to the direction of the Citizens Advisory Committee.

Unapproved City Council Minutes

to be Approved April 20, 1982

Councilmember RITTER expressed his support for development in the city to help improve conditions. MAYOR PENDERGRASS read the Resolution to APPROVE THE LAND USE PLAN OF THE LOCAL COASTAL PROGRAM, and stated that the CITY ATTORNEY, JOHN STOHLTON, had approved it.

RESOLUTION NO. 3 (1982) APPROVING THE LAND USE PLAN OF COAL COASTAL PROGRAM, having been read in full, be adopted:

AYES: Councilmembers RITTER, LEWIS, MORRIS, MEADOWS and
MAYOR PENDERGRASS.

NOES: None

ABSENT: None

Meeting was adjourned at 8:25 P.M..

Stephanie Strelow
Staff

MINUTES OF PUBLIC WORKSHOP
CITY HALL, 1 SYLVAN PARK, SAND CITY, CALIFORNIA
JULY 8, 1982

ATTENDANCE

David Pendergrass, Mayor
Carl Ritter, City Council Member
Mark Meadows, City Council Member
Michael Groves, City Planner

Michael Albov
George Robinette
Norbert Dall
Harry Hicks
James Sturgeon
Don McMurtie
Jean Blythe
Selby Mohr

The workshop was called to order by MAYOR PENDERGRASS at 7:40 p.m.

MICHAEL GROVES, City Planner, gave a short presentation on the proposed LUP revisions. MAYOR PENDERGRASS then opened the public workshop.

MS. JEAN BLYTHE, representing the League of Women Voters, presented a letter from the League and asked that it be put into the record.

MR. DON MCMURTIE, representing the northwestern most property in the City (now being used by Lone Star Industries), commented in support of dune stabilization on this property. He disagreed with a letter submitted by Lone Star Industries, dated July 2, 1982, which was opposed to stabilization based on an assumed vested right to mine. Mr. McMurtie indicated that Lone Star Industries is a short term tenant, and dunes on this site will be an asset to future development.

There being no further comments, the meeting was adjourned at 8:00 p.m.

Appendix C

Public Comments

State of California, Edmund G. Brown Jr., Governor

California Coastal Commission
Central Coast Regional Commission
701 Ocean Street, Room 310
Santa Cruz, CA 95060
(408) 426-7390

January 20, 1982

Mr. Michael Groves
EMC
Box 414
Monterey, California 93940

Re: Sand City Draft Land Use Plan

Dear Michael:

The following are our district staff comments on a portion of the Draft Land Use Plan for Sand City's Local Coastal Program. These comments cover through part of Section Four - Resource Management. The remainder of our comments on Sections Four, Five and Six will follow under separate cover. We received the LUP on December 22, 1981, and have attempted to give it sufficient review so that our comments can give adequate direction to the Citizen's Advisory Committee and City Council, the latter of which will hold its first hearing on the Plan on January 28, 1982.

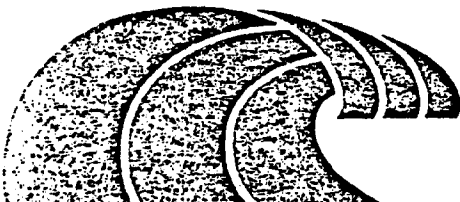
We view the purpose of these comments as providing you and the City an opportunity to begin making necessary revisions to the LUP in order to present a Plan that will meet Coastal Act requirements. Some of the comments are editorial, some are relatively minor points and some involve major problems. This early review of the Plan will provide you with a chance to make revisions in advance of the first hearing before the Coastal Commission or to fortify your arguments in support of positions the City feels strongly about, but we disagree with. In either case, we welcome this opportunity to begin to work out any problems or guide you in preparing the best possible plan. A fact you should be aware of, however, is that due to the limited time we have had the document, these comments represent our preliminary informal assessment of the LUP and we may alter our position or add further comments. Of course, we will produce a full staff report jointly with our San Francisco office for the Commission after you submit a City-adopted plan.

General Comments

The amount of work done by you and the CAC is evident in this document. We feel that the City has come a long way towards meeting the goal of a complete LCP. We are particularly pleased with the format of the plan, as it is easy to read and the organization makes sense in terms of the Coastal Act.

Public Access

The Public Access Component of the LUP appears to be very good. The plan proposed by Figure 4 is comprehensive and ambitious and appears to meet the spirit of the Coastal Act public access requirements.



Policy 2.3.1

The vertical accessways shown on Figure 4 should be referenced in this policy so that it is clear that these are accessways that will be required when development is approved on each property. The phrase "adequate access exists nearby" needs to be defined in a policy or in the background so that a person reading the policies will have guidance as to what will be required by the City. The use of in-lieu fees to help establish and maintain maximum public access is a noteworthy part of the access policies.

Policy 2.3.2

The last word, "properties", should be "development" in order to be consistent with Coastal Act Section 30212.

Policies 2.3.4 - 2.3.8

These policies are good, as they establish criteria for accessways and dedications.

Policy 2.3.9

It is not clear as to who is to provide these parking areas, the public or private developers.

Additional Policy

There should be a policy that addresses surf zone mining and its impact on lateral beach access. Both Monterey Sand Company and Lone Star Industries operate drag lines that restrict public access. A policy is needed to require that these operations allow the public to cross safely without unreasonable delays. Any future mining that could occur should also be conditioned to allow public access laterally.

Recreation and Visitor-Serving Facilities Background

On Page 21 the discussion of boating facilities needs to be amended to recognize that the City has no jurisdiction over activities seaward of the Mean High Tide line. The Coastal Commission will retain permit authority over that area. There do not seem to be any areas of Sand City's shoreline that are suitable for an inland marina as the entire area consists of dunes and high bluffs.

The accuracy of the statement on the bottom of Page 21 is questionable. The Monterey Peninsula does not offer camping and RV facilities and most accommodations are in the higher end of the range of rates.

Policy 3.3.3

This policy should not allow health spas as a permitted use as these are not visitor-serving unless specifically approved as public facilities. This would not preclude the approval of spas that are an internal part of a hotel or motel.

Policy 3.3.8

The phrase "as well as for the general public" is not clear. Does this mean that the developer must provide additional spaces for public users who are not using the development but are seeking recreation?

Policy 3.3.11

As stated in the comment on the Background section, the Coastal Commission will retain jurisdiction over water areas. The City may encourage other agencies to pursue boating facilities subject to proper assessment. The last sentence of the policy is significant and brings up the fact that shoreline structures such as a groin or breakwater may have severe adverse impacts on nearby shorelines (e.g. accelerated erosion). The City should consider a policy which asks other agencies to ensure that the construction of such structures will not adversely impact Sand City's shoreline.

Implementation Action 3.4.2

Again, definition is needed. See comment for 3.3.8 above.

COASTAL RESOURCES MANAGEMENT

Background

In the discussion on shoreline erosion on Page 27, it should be noted that researchers generally agree that the rate of erosion for Sand City has increased in the period from which shoreline photos and charts have been studied (1919 to 1970).

An addition is needed to the fourth paragraph under 4.2.1 regarding Monterey Sand Company. The coastal-dependent determination made for that business was based not just on the quality of sand that they mine, but the uses that the sand is sold for. The LUP should discuss Lone Star Industries' operation which also mines sand from the surf zone. Although the Coastal Commission has never made a determination on the operation's coastal-dependency, it may qualify if the sand is used for specialty uses similar to Monterey Sand Company.

The last paragraph on Page 27 must be corrected. Virtually all researchers involved, including Monterey Sand Company's oceanographic consultant during the Coastal Commission permit hearings, agree that surf zone mining contributes to erosion. The area of uncertainty involves how much they contribute, that is whether it is a "significant" contribution and therefore inconsistent with Coastal Act Section 30253(2).

For the purposes of the LUP, enough evidence exists to state that surf zone mining contributes to shoreline erosion but the exact contribution has not been determined.

On Page 28, paragraph 2, the last sentence does not make it clear if the "additional data" that would be required is the long-term study discussed in that paragraph. We suggest that a long-term study is essential before any new or expanded surf zone mining takes place.

On Page 28, paragraph 3, the fact that the dunes are a significant natural landform is mentioned only in terms of visual resources. They also are part of one of the most significant dune belts in the United States in terms of geologic formations.

Page 28, the last paragraph of Section 4.2.1 mentions the Surface Mining and Reclamation Act of 1975 (SMRA). It would be helpful to state the relationship of this law to Sand City's operations and what the City can and must do under the law.

Page 29 discusses seawalls. The background material should define seawalls by listing what types there are.

In the middle paragraph on Page 29, it is stated that the unprotected portions of the City's shoreline are not in a "natural condition". This is inaccurate. While the inland portions of most of the oceanfront parcels have been disturbed, the bluffs and beaches are for the most part still in a natural condition except for where seawalls have been built.

Page 29, second to last paragraph, it appears that the word underdeveloped, should actually be undeveloped. In addition, the conclusion that in future developments shoreline protection devices may be necessary is not consistent with the Coastal Act (Section 30235 and 30253).

Last paragraph, Page 29; Addition of liquid concrete is generally not an acceptable method of maintenance for seawalls except for perhaps those seawalls that already exist and consist of concrete. Even so maintenance of seawalls needs to be closely regulated no matter what material is being used. A qualified professional should determine appropriate methods of maintenance.

The last statements in Section 4.2.2 needs to be amended to indicate that Sand City has no jurisdiction over projects seaward of the MHT line, but could take a position on such a project because it could impact the City's shoreline.

Page 32, paragraph 2 discusses tsunami potential. Unlike shaking from seismic events which affect virtually all of Sand City, areas that are subject to tsunamis are mapable. These should be shown on a Tsunami Hazard map.

The discussion of the dunes west of Highway One on Page 33-34 contains many important points but leaves the impression that no dunes are really worth saving from a habitat standpoint. More emphasis needs to be put on these dunes as a visual amenity. In fact, from the viewpoint of travellers along Highway One, Sand City's dunes represent the last remaining open spaces between Fort Ord and Monterey. The text suggests that dune stabilization be carried out as required in individual development proposals but there is no discussion of any scheme to preserve the overall character of the City's oceanside dunes. Perhaps a mapping of existing high dunes may be a way of preserving this character with new development required to locate outside of these areas. This could avoid a piecemeal approach to preservation of the dunes where small sections of dune could be lost with each single-family dwelling approved. The long-term result would be elimination of the landform.

On page 36, middle paragraph, the statement that the Seaside Aquifer has a surplus of water should be assigned a source. An inconsistency with that statement occurs two paragraphs later when it is stated that new wells in Sand City would contribute to overdraft.

On Page 38, Section 4.2.6, there should be a discussion of the implications of the possible presence of archeological resources. In other words, will mitigation measures be necessary for new development and if so, what types of measures.

Policy 4.3.1

The first sentence would be more consistent with the Coastal Act if it read, "Support the continuation of existing coastal-dependent (surf zone) sand mining operations." The last phrase regarding economic feasibility is too subjective and difficult to understand or interpret.

Policy 4.3.2

This important policy is too weak to meet Coastal Act requirements. The policy should prohibit new or expanded surf zone mining until it can be demonstrated by the applicant that additional mining will not significantly contribute to shoreline erosion. The last part of the sentence should not be included as it is confusing. The LUP must define expansion of operations.

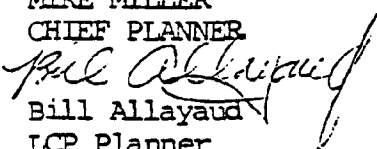
Policy 4.3.3

This is a good policy that will require careful formulation as an ordinance in the implementation phase.

This completes our comments on Sections Two, Three, and a portion of Four. Comments on the remainder of Section Four and Sections Five and Six will follow. We hope these comments will be helpful in the City Council's deliberation on the plan. If you have any questions, please call.

Sincerely,

MIKE MILLER
CHIEF PLANNER


Bill Allayaud
LCP Planner

California Coastal Commission
Central Coast District
701 Ocean Street, Room 310
Santa Cruz, California 95060
(408) 426-7390

January 25, 1982

Mr. Michael Groves, EMC
P.O. Box 414
Monterey, CA 93940

Re: Sand City Draft Land Use Plan

Dear Michael:

This letter constitutes the remainder of our district staff comments on the Draft Land Use Plan for Sand City. The first portion of our comments was sent to you as a letter dated January 20, 1982. As with those previously transmitted comments, because of the limited amount of time we have had for review, it should be emphasized that these comments are our preliminary evaluation of the LUP and do not represent the staff's formal position on the policies on land use designations. They are for the purpose of allowing the City Council to receive some initial guidance on the consistency of the Plan with the Coastal Act. We may add further comments or revise our position between now and the formulation of a full staff report to be done jointly with our state office for the Plan's first hearing before our Commission.

Policy 4.3.4. Coastal Act Sections 30240 (sensitive habitats), 30251 (visual resources), and 30253 (geologic stability) relate to dune mining. There is one operation in the coastal zone, Lone Star Industries. There is another operation just outside the coastal zone near Metz Road, Monterey Sand Company. The policy is not clear and not strong enough to regulate these operations to a degree which will be consistent with the Coastal Act requirements. First, the Monterey Sand Company operation could eventually expand into the coastal zone. The feasibility of retaining the coastal zone portion of the large dune that they mine should be discussed. This dune is listed as an environmentally sensitive habitat and therefore a degree of protection is required. Another problem with the policy is that dunes that are in a "severely disturbed condition" are not defined or mapped in the LUP. This must be done or the policy cannot be implemented. Due to the nature of their impacts, it also is appropriate to have a policy to prohibit new dune mining operations.

Policy 4.3.5. This policy is complete except it is not clear when a geologic report is required because the terms "along the shoreline" and "blufftop" are not defined. For example, the policy could require the report if a parcel is



Mr. Michael Groves
1/25/82, page two

within 100 feet of a coastal bluff or sandy beach.

Policy 4.3.6. The first word should be "permit" rather than "regulate". Shoreline protection devices should not be allowed on vacant lots unless erosion of that lot is an immediate threat to a developed adjacent lot. Therefore the policy must limit such structures to only those portions of the vacant lot that are immediately adjacent to the developed lot. In the second sentence, the phrase "including seawalls" is confusing and the total sentence is vague enough to give rise to questions regarding its interpretation. It is recommended that it be eliminated since the first sentence allows structures on vacant lots if it is necessary. The third sentence is also vague as to its purpose; the word "consider" is not a good word to use in formulating a policy that will be interpreted by the public as well as agencies in the future. The remainder of the policy is good.

Policy 4.3.8. This policy is sound except that it should be clarified that the criteria for what is "appropriate" must be the LUP policies and based on a qualified engineer's report. It is not clear if an engineer's report is required.

Policy 4.3.9. The phrase "to a level generally acceptable to the community" is not understood by most readers.

Policy 4.3.10. This policy is very good except for one portion. The part, "identify the need for shoreline protective devices to protect the structure during their economic life" is in conflict with the Coastal Act and the previous permit decisions the Coastal Commission has been making for years. New development must be planned so to not require such devices during their economic life.

Policy 4.3.12. There appears to be language missing from this policy as it does not make sense. How can hazard from tsunamis be adequately mitigated? Also, as mentioned earlier, the tsunami hazard areas need to be mapped.

Policy 4.3.13.-16. We commend all of these policies with the only change needed to clarify what "acceptable risk levels" are in Policy 4.3.13.

Policy 4.3.17. There appears to be a typographical error in this policy -- the word "towards" does not make sense.

Policy 4.3.20. The areas shown on Figure 7 do not exactly correspond to the environmentally sensitive habitats (ESH's) mapped by the biological consultant as shown on his map in "Ecological Survey of Sand City", May 1981. On his map the sensitive areas appear to abut the freeway right-of-way, while in Figure 7 in the LUP the areas are shown as set back further from the freeway. This is most evident in the area just north of Tioga Avenue (Monterey Sand Co. property).

Policy 4.3.21. This policy does not conform to Coastal Act requirements in Section 30240. Uses allowed within such areas must be dependent on the resource and must not significantly disrupt the habitat. The problem with most of the sensitive habitat area is that they have many small lots plotted on them. An

Mr. Michael Groves
1/25/82, page three

advantage to the City, however, is that very few of the lots along the free-way are developed and public roads have not been developed yet. This allows the possibility of resubdivision with development allowed away from the areas only. The policy is set up to allow development after a biologist recommends mitigation measures. The City should reconsider allowing development at all in these areas.

Policy 4.3.22. The concepts in this policy are good. The terms must be kept consistent however; the word "environmentally" should be before sensitive habitat areas. Part "a" involves the land use designations in Section Six of the LUP. The uses proposed for the five ESH's shown on Figure 7 are heavy commercial, light commercial, and industrial park. These uses are normally not considered to be low intensity uses. Implementation of 7.3.22(a) will not be possible unless low intensity uses are built into the LUP designations.

Policy 4.3.24. Change "discourage" to "prohibit".

Policy Needed Other than Policies 4.3.23-26 there is no definite criteria for development on the dune areas west of Highway One. Although these dunes are disturbed, they are a significant regional landform. Development impacts need to be minimized. The Visual policies of Section Five partially do this, but the Resource policies must have some criteria too. For example a policy could establish a maximum lot disturbance allowed. Another possible policy would be to map the highest dune areas and set these aside as significant natural resources. Are there some areas of the dunes that are suitable or feasible for restoration or at least stabilization?

Policy 4.3.30. On page 36 of the Background report it is stated that the City cannot regulate private wells. This makes this policy ineffectual or it needs to be clarified to make it effective because the concept is good.

Policy 4.3.32. The policy as written is good but needs to go one step further to meet Section 30244. It must be a requirement that the developer must carry out the mitigation measures recommended by the archeologist. The Santa Cruz County LUP is a good example of a suitable policy:

7.8.6. Require any permit issued for a project where a Native American Cultural Site has been discovered to include all appropriate preservation or mitigation measures as conditions of the permit. Such measures may include, but shall not be limited to:

- a. preservation of the site through project design and/or use restriction;
- b. excavation of the site by a professional archaeologist in order to preserve a sample of the remains, artifacts, or other evidence. Such excavation may take place only as authorized by an archaeological permit (see policy 7.8.5).

It should also be a requirement that the survey done for the site be approved by the State Historic Preservation Office.

Mr. Michael Groves
1/25/82, page four

Policy 7.3.33. To insure that any archeological resources found are properly disposed of, add the phrase "qualified scientific and Native American" after the word "under".

VISUAL RESOURCES

Policy 5.3.2. The view corridors must be mapped and incorporated as part of the LUP. The term "scenic landforms" also needs definition.

Policy 5.3.4. The visually degraded areas should be listed or mapped. We suggest adding to the list both industrial areas, Granite Construction Company and Calabrese Supply Company.

Policies 5.3.6. The phrase "to the maximum extent feasible" is vague and should be replaced with standards for view corridors.

Policy 5.3.7. This policy appears to be somewhat in conflict with the preceding policy. One seeks to screen views from Highway One while the other seeks maximum views.

Policy 5.3.9. This policy needs further definition and strengthening. The word "regulating" should "prohibit" in order to protect the dune visual resources. Also, the "dune crest" could be defined by mapping areas of high dunes.

Policy 5.3.10. This policy is hard to understand as written. Will stabilization measures be required only if it would reduce public views of the development? The word "future" is unnecessary.

Policy 5.3.11. This policy is commendable but has no "teeth" unless there are policies and programs for lot consolidation in the LUP.

Policy 5.3.12. Again, this policy is hard to understand. The idea of themes was not developed in the background material. The policy does not relate to the Coastal Act and implementing a policy this vague will be difficult. Policy 5.3.14 relates to the idea of compatibility also, so may be this policy can be eliminated if not clarified.

Policy 5.3.13. The first sentence of this policy is vague and does not establish criteria. The second sentence, although worded poorly, has a worthy intent, but is very general.

Policy 5.3.14. This policy is very unclear because the existing setting is for the most part dunes or industrial facilities. Usually the term "existing setting" refers to preservation or attractive neighborhoods or commercial areas or areas or unique resources.

Policy 5.3.15. This policy is too vague to be useable. What is "representative of coastline construction" is hard to define and may not be what Sand City needs.

Mr. Michael Groves
1/25/82, page five

Policy 5.3.16. The intent of this policy is understood but the wording could be improved by changing "encourage" to "require" and involving the idea of dunescapes into the policy (earthtones compatible with existing dunes).

Policies 5.3.17.-19. The three policies could be combined to solidify the concepts and reduce complexity.

Policy 5.3.20. This is a good policy.

Policy 5.3.21. The first sentence should be strengthened to "require" instead of "encourage". The last sentence is not a clear policy statement.

Policy 5.3.22. Where are these disturbed areas? It was stated in the Background material that virtually all of the dunes are disturbed, which would make this policy difficult to implement.

Policy 5.3.23. Are there any plans for the sewage ponds that will become obsolete when the regional sewer system is complete? Perhaps they can be eliminated and the area returned to a natural state.

Policy 5.3.24. The City should consider a general policy that requires a complete re-evaluation of the "paper" streets. Perhaps a new street plan can be integrated into the LUP at a future date.

Policy 5.3.25. This policy could be combined with 5.2.24.

Policy 5.3.29. This policy should totally prohibit off-road vehicles which also would make it conform with Policy 4.3.25.

Policy 5.3.34. This policy is clear but the intent is not. How will the policy "protect views to and along the ocean" (section 30251)

LAND USE AND DEVELOPMENT

Background: There is a basic concern for the background to the land use designations. On page 59, part 6.3.1, and again in Section 6.3.2 on page 60, it is stated that a land use analysis was prepared. However, the working paper entitled "Development and Industrial Development" does not include a land use analysis nor does the LUP. In order to assess the appropriateness of the land use designations, there should be a justification for each site in terms of the Coastal Act. The only area land use designations that were related to the Coastal Act was area #5 on the water allocation analysis, that is the small lot subdivision adjacent to Tioga Avenue and seaward of Highway One. However, all the background material states is:

The existing small lot subdivisions west of Highway One have always been given priority for residential uses over other areas in the City. According to this land use analysis, this continued use was found to be consistent with coastal policies (Page 60, LUP).

Mr. Michael Groves
1/25/82, page six

We note that none of this area is currently "in residential use", no street utilities or structures exist. A reference to the land use analysis is made but such analysis cannot be found in the working papers or in the LUP. Essentially only one Coastal Act section is relied upon to justify the land uses and intensities, Section 30254 regarding public services; the limited water supply available to Sand City is used to establish maximum densities. Sections 30255 and 30260 are involved in the designation of area #7 as coastal-dependent, but this designation merely reflects existing land use.

To explain further, it is not possible to understand how designations for each site were formulated and how the intensity was established. For example, was shoreline erosion considered in determining the number of usable acres for each shoreline parcel (Sections 30235 and 30253)? Are there to be buffer areas, for the purpose of preserving landforms and visual resources, between Highway One and the development (Section 30251)? Are there areas of some parcels which should be open space in order to preserve dunes (Section 30240)? For the parcels on the oceanside of Highway One it appears that land use was determined with only one constraint, water. One point that must be changed is whether the densities allowed by the plan are for net acreage after the various constraints such as hazards are accounted for.

There is no discussion of alternatives to the proposed use or how the use is consistent or constrained by the Coastal Act. For example, for area #1 on the water chart (shown as A on Figure 10) any development will be constrained by the possibility of shoreline erosion. The Coastal Act requires that development not be approved which would require in any way the construction of shoreline protection devices that would substantially alter natural bluff and cliff areas. This section of the shoreline is in essentially a natural state with no protective devices on the south until the Monterey Holiday Inn seawall, and on the north, until the deteriorating concrete poured over a portion of the Vista Del Mar beach frontage. Can 307 hotel rooms and 158 residential units be built in this area without substantial protective works? This same question can be applied to area #3 (land use designation is medium density residential) since it is presently unprotected for the most part and is obviously subject to erosion.

In conclusion, as you read the remainder of these comments and when we consider the LUP that the City eventually adopts, it must be kept in mind that the Coastal Act will be the standard for approval, denial, or suggested modifications. A land use designation must make sense in terms of all the Coastal Act policies which apply with conflicts between the policies resolved as described in Section 30007.5 (cited on page 49 of the LUP).

For the most part we have no problems with a mix of land uses as proposed in the LUP. The Plan provides for priority uses on the shoreline as required by sections 30221 and 30222. Recognizing that all vacant property cannot be reserved for visitor-serving uses, some residential areas are proposed. Nevertheless, coastal-dependent uses and oceanfront recreation, to which the Coastal Act gives priority over all other uses, are dealt with inadequately. This is developed further below.

Mr. Michael Groves
1/25/82, page seven

The "Water Allocation Summary" is the critical document needed to interpret the LUP designations as it contains the intensities and densities of use in addition to Policy 6.4.4. This document is not referenced however in the LUP policies. A policy is needed to tie the designations on Figure 10 to the Water Allocation Summary. Care must be taken to ensure consistency between the water summary and the LUP, Figure 10. For example for area "B" Figure 10, LUP Policy 6.4.1 would allow a motel while the water chart does not indicate a motel. Policy 6.4.4(e) gives further guidance by not listing "B" as a motel site. The assumption can be made that Policy 6.4.4(e) allows motels only on areas "a" and "b", and not on "B" by virtue of its omission, but this is not entirely clear. Tying the water chart to Figure 10, if it is the intention of the City to have the chart prevail, would clarify the designations further. Another example is that area "a" is allowed a motel under the water allocation but is a RV park also allowed per Policy 6.4.1(b)?

The concept of dual or back-up designations for certain sites is an acceptable concept, however the continued existence and the relationship of the existing uses to Coastal Act policies must be clarified. If the existing industrial uses are allowed to expand, then the City is making a finding that those industrial uses are the preferred use under the Coastal Act over the back-up use. On the other hand, expansion of the existing uses would be the equivalent of adding to the life of a non-conforming use if it is determined that the most suitable use under the Coastal Act is actually the back-up use. This must be clarified for the Commission to analyze Coastal Act consistency. If it is found that the most suitable use is the existing use, then an amendment to the LUP would be necessary when a different use is proposed, see comment below under Policy 6.4.1.

The designation of Public Recreation is limited to a few areas, the area where the State acquisitions are (area #2), the beach along Vista Del Mar, and 7 acres of area #10, the Lone Star mining site. We feel that Public Recreation is in appropriate designation for the whole beach area, including in front of areas 6, 7, 8, and 9. In addition, there appears to be the need for more land to be designated Public Recreation. Under Coastal Act Sections 30220 and 30221 it must be shown that available and suitable oceanfront lands are used to enhance public recreation. On the contrary, the spirit of the Sand City LUP appears to be to develop all available oceanfront lands for higher intensity uses such as residential (also a non-priority use), hotels and other visitor-serving uses. Although the access component of the plan is commendable in terms of vertical and lateral access, little effort has been made to enhance public recreational opportunities along the shoreline. With virtually vacant land between Tioga Avenue and the City of Seaside to the south, the City has a unique opportunity to locate development inland of the water area while providing for recreational use of the areas most immediate to the water's edge.

Policy 6.4.1. In making these land use definitions, whenever the current City zoning ordinance is utilized, such as "C-3" or "IP", it must be referenced to appendix in the LUP. The LUP must be a document that can stand by itself to interpret allowable uses and development criteria in the coastal zone.

Mr. Michael Groves
1/25/82, page eight

Policy 6.4.1.(a). There is only one coastal-dependent(c-d) designation in the LUP, that being the Monterey Sand Company parcel. First, there could be additional c-d uses possible such as industries that must use seawater, an example being aquaculture. Was a c-d designation considered for any other parcels such as areas a and b which are already existing industrial sites? A second point is that although the policy allows uses other than specialty sand mining, the second sentence states that only a termination of sand mining use will "activate" the secondary land use. What if a different type of c-d use is active on the site? Also, sand mining should be narrowed down to be defined as only specialty surf zone sand mining as dune mining cannot normally be considered to be a c-d use. An overall problem with the policy is that described in the comment above. The change to a non c-d use must be made based on findings consistent with the Coastal Act. C-d uses have the highest priority under the Act while visitor-serving commercial is of lesser priority than c-d or recreational uses. The criteria established in the policy, however is based on the owner's desire to effect a land use change and on criteria not based on the Coastal Act ("economic, environmental, and social well-being of the City"). If the owner of the Monterey Sand Company parcel decides that a c-d use is no longer in his interest, Sand City would have no c-d industry in its coastal zone. Certainly it is appropriate for Sand City, with its basic industrial character to accommodate c-d uses.

Policy 6.4.4(i): Some of the above comments on 6.4.4.(a) apply to this policy in respect to the issue of expansion of the industrial use and the appropriate designation based on Coastal Act findings. The way the policy is stated, it appears that the City has found that the existing industrial uses are the most suitable use based on the Coastal Act. Change to a higher priority use is triggered by the owner's wishes and non-specific criteria established and evaluated by the City. In addition, the second sentence, in particular the part that states "and where an industrial use provides an economic benefit to the City or the region," is not clear. Why does that make the parcel deserving of a secondary designation?

Policy 6.4.2.(a): It should be stated in the policy that these residential units must be for short-term occupancy. It is allowable to define the exact limits of occupancy in the implementing ordinance.

Policy 6.4.3.(b): The references to the three private company names shall be changed to areas "a", "b", and "C" per Figure 10 because ownership can change.

Policy 6.4.7. Again, what about expansions of the non-conforming uses? The most interesting case is the Lone Star dune mining operation which is not designated industrial. Can any further mining take place, or are there limits that must be established?

Policy 6.4.9. We are disappointed in the plan's policies and designations relating to the small lot problem. The policies merely "encourage" consolidation. We feel these are areas that have excellent potential and they need to be resubdivided and replatted. (See the discussion below on area 5 as the prime case.) Otherwise existing lot patterns may lead to Coastal Act

Mr. Michael Groves
1/25/82, page nine

inconsistencies due to too high densities, inability to cluster development out of the Highway One viewshed, inability to preserve open space, and inability to maintain adequate setbacks for hazards. A policy that merely encourages reconsolidations leaves the process as a haphazard one where the City can only hope that lot owners decide to work together. Strong incentives are needed (not just a 5% lot coverage bonus offered in 6.4.4(f)) or must be required. We intend to work with the City to help solve the small lot problem by developing a workable program. We refer you to the City of Half Moon Bay LUP in which several areas are designated for lot resubdivision.

Policy 6.4.10. Although we are still analyzing it, the proposed water allocation system appears sound and will meet the requirement of Coastal Act Section 30254. However we have concern over the availability of sewer service for the uses planned under the LUP. As we understand it, the new sewer line under construction will take the primary effluent from the Seaside plant, mixing it with the secondary effluent from Monterey and Fort Ord, and eventually discharge it offshore near Marina. Until the regional treatment plant is completed, the Seaside effluent will be discharged without further treatment, in other words in primary-treated form. The problem is, however, that the Seaside plant is already at or near capacity. The additional development proposed by the LUP would obviously generate more sewage than the plant can handle unless it is upgraded. Will the Regional Water Quality Control Board allow greater flows into the plant either now or after the new line is completed? If not, how will new development be phased (accounting for priority uses) to utilize remaining capacity, if any?

Policy 6.4.17. The wording should be added to this policy, "if such increased densities are found consistent with all other LUP policies."

Policy 6.4.23. A figure or limit should be given to the density bonuses allowed, for example 25%.

Policy 6.4.24. See previous comment for Policy 5.3.24.

Policy 6.4.30. & 31. We question the extension of Vista Del Mar Street to the south (from Bay Avenue to Ortiz Avenue). As developed below in the discussion of Areas 1 and 2 (on the water allocation chart), we suggest that the City seriously consider limiting intensive development to the inland side of the Vista Del Mar right-of-way. Access to the seaward side of the right-of-way could be from Bay Avenue or Ortiz Avenue (presently undeveloped).

Policy 6.4.32. This policy should be transferred to or repeated in the access policies (Section 2).

Site Specific Designations

Although we have not had sufficient time to review each individual parcel and designation in the plan, we have the following comments which point out some of the general problems we have, as well as some of the site specific designations of concern.

Mr. Michael Groves
1/25/82, page ten

Area E (Area #10 on water chart) - In the Water Chart there is a typographical error—"Public Residential" should be "Public Recreation". The plan calls for 7 acres of this property to be public recreation and it notes "beach area". This is not clear because the beach in front of the property is not 7 acres and Figure 10 shows public recreation in what appears to be a combination of beach and upland area. Is this site to support upland recreational opportunities? It may be a good site for such a use if access to Fort Ord is restricted sufficiently. The water chart also indicates coastal-dependent industry on the site while the Figure 10 does not. This must be reconciled.

Area D (area #11) - The water chart has Public Recreation on this site in addition to visitor-serving commercial. However, Figure 10 indicates only visitor-serving commercial. Please clarify this.

Area b (Area #8) - As with Area E, the water chart lists coastal-dependent industry, while Figure 10 does not.

Areas #14 and #16 - (Water Chart) These are high dune areas along the freeway and contain environmentally sensitive habitats. They are portions of the larger parcels owned by Calabrese Construction Co. and Monterey Sand Co. and have been split when the freeway was constructed. Since no subdivision has occurred to establish these small remnant parcels as separate parcels, a special situation exists that the City should recognize. These areas should be designated with an open space type designation such as Urban Open Space or Urban Preserve. The owner would still have substantial use on the oceanside of the property, while providing for a designation on the inland side that is more consistent with the Coastal Act than the present ones (which are industrial park and light commercial). Coastal Act Sections of concern are 30251 (visual resources, alteration of Natural landforms) and 30240 (sensitive habitats).

Area #5 (Water Chart)- This is the ±13 acres next to Tioga Avenue that is presently undulating dunes and is proposed as High Density Residential. Our first concern is with the density. In fact, all of the LUP residential densities are extremely high. Here is how Sand City's proposed residential densities compares with some other urban areas in the region (figures are units per acre):

	<u>Low Density</u>	<u>Medium Density</u>	<u>High Density</u>
Capitola	5-10	10-15	15-20
Half Moon Bay	.3-2	2.1-8	8.1-20
Santa Cruz County	2-8.7	8.7-14.5	14.5-21.8
Sand City	0-13	14-25	25-35

As can be seen, Sand City's proposed densities are very high in comparison. This fact by itself is not too meaningful, but when it is considered that these densities are being proposed for only partially developed oceanfront land, in an area short on water and sewer services, in the viewshed of Highway One, on what are currently dunes, such densities do not make sense. Lower densities allow for less visual impact, less strain on services, and less disturbance of land. One suggestion is to lower the densities in the LUP for all the residential categories. Another idea is to balance out densities between area #5 and area #9 which is designated low density residential.

Mr. Michael Groves
1/25/82, page eleven

Area #5 offers an exceptional opportunity for a resubdivision or lot consolidation project. Single-family dwellings on 2000 square foot lots will have impacts far greater than if a reasonable lot pattern can be established. The California Coastal Conservancy is a agency set up to help local governments with such projects, from both a financial and technical standpoint. The City of Half Moon Bay has a large area (490 acres) in its LUP designated for a conservancy restoration project. The small, individual lots in this area will not be allowed to develop as constituted. They also have other areas of small lot paper subdivisions that lack services that are being designated "Planned Development District". These areas will require a Specific Plan prior to development and have restrictions on total number of units allowed and the provision of roads and services. The Half Moon Bay approach seeks cooperation between small lot owners by putting stringent requirements on the area. The designations and policies which will control development of Area #5 are not adequate to insure buildout in a manner consistent with the Coastal Act.

Areas #1 and #2 (Includes Areas A and B on Figure #10 - This large area of presently undeveloped dunes and beach represents another opportunity for some innovative techniques in order to assure that the LUP will comply with the Coastal Act. Without a lengthy background discussion or justification at this point, we have the following suggestions. As we suggested above, low intensity uses are most appropriate seaward of the Vista Del Mar right-of-way. This area is oceanfront land suitable for recreation (Section 30220-21) and is subject to hazards from coastal erosion and perhaps tsunamis (Section 30325). It would also leave the shoreline area clear of structures (Section 30251). Development rights to Area A (proposed hotel) could be traded with the State-owned area inland of the Vista Del Mar right-of-way. The State might be persuaded to complete acquisition of the small lots around their property if such a trade was proposed. Another factor that needs to be addressed is that in the granting of a permit for the regional sewer line, the Coastal Commission required that a dune restoration area be implemented by the Regional Sewer Authority. This area is in the Vista Del Mar right-of-way and extends seaward onto the Hicks property. In granting that permit the Commission found that if the line was installed along the right-of-way it would be located inland enough to not require shoreline protection devices in its lifetime. From the available technical data, it is evident that any development along the shoreline will require protective works in order to halt shoreline recession. We will consider Areas #1 and #2 further as the LUP process proceeds to help the City determine what alternatives may exist for this large land area.

Our final comment on the Land Use and Development portion of the LUP is that the overall intensity and density of uses is too high. The figures on the water allocation summary add up to a substantial number of units on Sand City's oceanfront lands: 1207 hotel units, 370 motel units, 361 visitor-serving residential units, and 395 regular residential units. Whether the City's coastal zone can support these high numbers from a market/economic standpoint is for the property owners and City to decide. In terms with the Coastal Act however, we foresee conflicts with several sections. These conflicts could be greatly reduced with a reduction in densities, consolidation of lots,

Mr. Michael Groves
1/25/82, page twelve

and locating development in more suitable areas.

This complete our "first look" at the Sand City LUP. We hope these comments prove helpful in the City's effort to submit a Plan that is in conformance with the Coastal Act. We will be working closely with your staff to assist in that goal.

Sincerely,

Mike Miller
Chief Planner

A handwritten signature in cursive script that reads "Bill Allayaud". The signature is written in dark ink and is positioned above the typed name and title.

Bill Allayaud
Lead LCP Planner

BA/deb

DEPARTMENT OF FISH AND GAME

Post Office Box 47
Yountville, CA 94599
(707) 944-4460



January 19, 1982

City Clerk
City Hall
1 Sylvan Park
Sand City, CA 93955

Subject: Sand City Draft Land Use Plan, December 1981

Dear City Staff:

Department of Fish and Game personnel have received and reviewed the subject Land Use Plan. We commend the City for its thorough description of conditions in the city's coastal zone, development potential and constraints. We have the following comments to offer.

Sand Dunes and Environmentally Sensitive Habitats

The major resource of concern to this Department is the dune landform and associated vegetation. The LUP discusses the significance of the Monterey dune complex and the importance of native dune vegetation in terms of stabilization, habitat value and aesthetic benefits. Although much of Sand City's dunes have been degraded by past human activity, pockets of viable coastal strand habitat persist, although in a disturbed condition. The relative scarcity of this habitat type, which formerly characterized the City's coastal zone, is argument for its preservation under Sections 30107.5 and 30240 of the Coastal Act.

Policies 4.3.20 and 4.3.21 should be amended to distinguish between uses permitted within and adjacent to sensitive habitat areas pursuant to Section 30240. No grading or structural development should be permitted within sites supporting rare or endangered native dune species. A buffer area around the habitat should be retained in its natural state in order to allow rehabilitation of the vegetation and underlying dune.

We support the policy of requiring biological surveys where development is proposed in the vicinity of sensitive habitat areas. Standards for development to be permitted, once habitat areas, buffers and other mitigation measures have been identified, should be set forth in the LUP (Policy 4.3.22). Supporting documents such as Coastal Commission guidelines and the Surface Mining and Reclamation Ordinance should be appended to the plan.

January 19, 1982

The Department recommends exclusive use of native species in landscaping and stabilization/restoration programs wherever possible (Policies 4.3.23; 4.3.24; 5.3.10; 5.3.18; 5.3.22). Policy Sections 4.3.22 a-f, 4.3.27, and 4.3.29 are somewhat vague; we support them in concept and encourage additional specificity. We commend plan Policies 4.3.25 and 4.3.26.

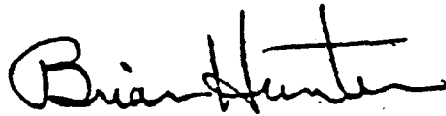
Potential impacts of sand dune mining are noted on page 28 of the LUP. Mechanisms to prevent further destabilization of dunes, particularly where vegetation is or may become established, should be discussed. Areas available for development under Policy 4.3.4 should be mapped.

Land Use and Development

Figure 10 identifies environmentally sensitive habitat areas located in areas zoned for Industrial Park, Heavy, and Light Commercial uses. It should be clear that Chapter 4 policies (pp. 38-42) apply throughout the Coastal Zone regardless of the specific land use designation. The Combining District (6.4.2.c) accomplishes this to some extent; however, habitat protection measures should be required (rather than considered) and provision made to update resource maps and designations as new information becomes available or conditions change.

We appreciate this opportunity for input, and hope that these comments are helpful to you. If you have any questions, please contact Martha Lennihan, Wildlife Biologist, at (707) 944-4473; or Ted Wooster, Environmental Services Supervisor, at (707) 944-4489.

Sincerely,



Brian Hunter
Regional Manager
Region 3

cc: Environmental Management
Consultants
P. O. Box 414
Monterey, CA 93940

California Coastal Commission
701 Ocean Street, Room 300
Santa Cruz, CA 95060

WILLIAM G. FUNKE
10717 PRINCE LANE
LA MESA, CALIFORNIA 92041

February 17, 1982

Mr. Michael J. Groves
City of Sand City
One Sylvan Park
Sand City, California 93955

Re: Assessor's Parcel 011-148-19; Lots 19, 20 and a portion of Lots 21 & 22
in Block #33, etc.

Dear Mr. Groves:

Thank you for your letter of February 9, 1982 and enclosures, which have been awaiting my return to La Mesa. Although today's letter post dates the February 16, 1982 City Council Study session, I am writing it in the event the Sand City Draft Use Plan has not been finalized.

In May 1972, Mr. Roscoe H. Smith; 3 Osio Way; Del Rey Oaks; Monterey, CA 93940, and I entered into an agreement to purchase the referenced property from the Department of Public Works in San Luis Obispo R/W 05-MON-001-80.1, Directors Deed #221-DB. Our bid of \$12,300 was accepted on May 25, 1972 for this excess land parcel, and the property was recorded in the name of Mr. and Mrs. Roscoe H. Smith. On October 30, 1972, by grant deed, the property was registered to Mr. Smith and to me, each with an undivided one-half interest. On November 20, 1974, I purchased Mr. Smith's one-half interest in this lot for 50% of our original purchase price, and the property was quick claimed to me on that date. At the time of purchase, this property was zoned by Sand City as commercial.

Our intention at the time of purchase was development of a restaurant or convenience store on this site. This use was ideal because of the prominent view from the Southbound freeway, close freeway access, availability of access road and proximity to the Holiday Inn, a source of potential business.

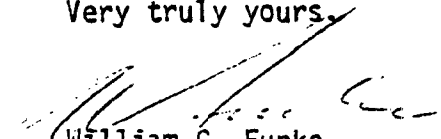
Because of Proposition 20 and subsequent restrictions of the Coastal Commission, development has not been possible, and, according to local real estate appraisers, the value of this property has depreciated at one point to as low as \$1,000. Last week, Mr. Russ Padgen (?) local realtor, estimated the property was worth approximately \$15,000 under the proposed new residential zoning. In consideration of paying taxes on property designated commercial for approximately ten years, plus having \$12,300 cash tied up for this period of time, a \$15,000 value under a high density residential, is certainly an inadequate return for monies paid to the State to purchase, at the time of purchase, acceptable commercial property.

This letter, further, questions the LUP assertion as identified by the Coastal Commission's January 25, 1982 letter, page 6, paragraph "Land Use and Development" and LUP Page 59, and 60, Sections 6.3.1 and 6.3.2, that my lots are currently "in residential use". This statement is without substance, and further disregards the current commercial zoning of this property.

It is my plea to the Sand City Council and Citizens Advisory Group that consideration be given to retaining the commercial status of my property. It is pointed out that this particular corner fronts on Tioga and Sand Dunes, and is directly opposite an industrial sand mining operation, and appears to be more suitable for commercial than residential use.

As stated above, I would appreciate you presenting this letter to the City Council on my behalf.

Very truly yours,



William G. Funke

WGF/m.e.

Please excuse the hand' corrections
WGF

Glynn H. Lockwood
President

23 March 1982

Mayor
Council
City of Sand City

Re: Land Use Plan

Gentlemen:

Glynn and I sincerely urge you to:

1. Keep Sand City's beaches open for public use.
2. Keep our waterfront treasure for all people to use...not just for those who can pay \$80 a room at a fancy hotel.
3. Limit visitor and residential density to a reasonable land supporting level.

As owners of one acre of city land, since 1965, we offer as support for our request the following information:

- A. We employ over 100 people. The City water is not fit to drink. Each water fountain is equipped with a filter and each office has bottled water. Our soft drink machine is widely used.
- B. During the rainy weather such as last week, the city sewers fail to carry away the sewage. I invite you to come visit the bathrooms - men and women's - in our manufacturing plant. Built to code and inspected but the water sits within view smelling up the area horribly.

To ruin a beautiful dune area with high density hotels or condos when the area cannot already support what it has is criminal.

Sincerely, *Loppi & Glynn Lockwood*
LTI Corporation • Monterey, California 93940 • 408/394-6775



SIERRA CLUB ~ VENTANA CHAPTER

P. O. BOX 5667, CARMEL, CALIFORNIA 93921

March 23, 1982

City Council, Sand City
City Hall,
1 Sylvan Park
Sand City, Ca.

Mr. Mayor and Members of the Council,

We have reviewed the original draft of the Sand City Local Coastal Program and changes made in that Plan after the Coastal Commission Staff submitted preliminary comments January 20 and 25. We have not seen the changes made by the City Council after the public hearing March 16.

We will confine our remarks tonight to a few issues: 1. Recreation; 2) Visitor-Serving Facilities, including hotels, motels, beaches and a possible marina; 3) Residential Buildout; 4) Height Restrictions; and 5) Landscaping and stabilization/restoration policies.

1. Recreation. We find no listing for Recreation in the LCP Table of Contents, and find public recreation indicated only on the map in a highly limited number of places - the State Parkland property in Area #2, the thin strip of beach along Vista Del Mar, and some seven acres of Area #10, the Lone Star mining site. Plan Policy 6.4.1k (page 64) is really too vague to be considered a policy.

The Vista Del Mar Beach area is slated in Plan Policies to be immediately adjacent to high intensity industrial, hotel and residential development, which surely will inhibit the ordinary beach-goer who has been walking up and down that beach for many years. There should certainly be specific policies in which the City accepts its responsibility (under Coastal Act Sections 30220 and 30221) to provide suitable oceanfront lands to enhance public recreation. Plan Policy 3.3.9 (p. 24) does not do that. We agree with the Commission Staff comment that "the spirit of the Sand City LUP appears to be to develop all available oceanfront lands for higher intensity uses such as residential (also a non-priority use), hotels and other visitor-serving uses."

The response of the City to the Commission Staff statement (p. 11 of response to Jan 25 Preliminary Comments) was not to provide a policy or set of policies, but to argue, "Sand City is the beginning of the urban Peninsula." Therefore, it said, "rural public recreational opportunities do not make sense from a land use evaluation standpoint." We agree whole-heartedly and therefore strongly recommend that the City Council review some of the other LCPs in this county and the rest of the State. They all make ample provision for public recreation in urban beach areas.

We further recommend, respectfully, that instead of making minor token map changes in front of Areas 6 through 9, and at low tide at that, it provide a series of public recreation policies and revise its map to show a continuous strip of public beach along the entire

Sierra Club - Ventana Chapter - p. 2.

oceanfront of the city, available to the general public at both low and high tides. Moreover, we agree with Commission Staff that Sand City is not an appropriate location for a marina.

2. Visitor-Serving Hotels and Motels. The Plan calls for a maximum of 1207 hotel rooms and 370 motel rooms, all either right at the edge of the beach or at the waterline. That's too many, as the Commission Staff comments, and conflicts with several sections of the Coastal Act.

We are attaching a copy of a four-year-old study of hotel/motel facilities on the Peninsula prepared by Arthur D. Little. A similar study, prepared the same year by Recht, Hausrath and Associates, set the total number of visitor-serving rooms at 6000 - in 1978. Since then, a number of new hotels have either been applied for or approved in almost all of the cities on the Peninsula as well as in county areas of the Peninsula. The AMBAG 1978 report, The Visitor-Sector, forecast an increase of 2,400 to 4,000 new hotel-motel rooms on the Monterey Peninsula by 1995 -- not including some 450 that are projected for the Carmel Segment LCP area and between 500 and 750 in the Big Sur LCP area. So even without the enormous density projected in this Sand City LCP - in this tiny area - we can expect the motel/hotel capacity to almost double on this Peninsula in the next 20 years.

You may not be aware that Seaside wanted a 350-room hotel at the Laguna Grande site, outside the coastal zone, but the original chain has withdrawn its development plan. Seaside still hopes to get the Commission to amend its LCP so that it can advertise for a developer to build a hotel of over 100 rooms but less than 200 rooms. We are informed that Seaside does not intend to ask for such a hotel on or next to the beach. They say they want to keep it off the ocean, but to make it possible for visitors to see the ocean. So it would probably be built along Sand Dunes Drive.

As matters now stand, there are no provisions for motels or hotels in the Seaside LCP. We understand, by the way, that there's not much of a market for expensive hotels in that location.

We strongly urge the Sand City City Council to modify its land use plan to: 1) sharply reduce the maximum density of hotel and motel units, and 2) to move all such facilities well away from the beach. We also recommend that you make sure that your policy recommendations on motel and hotel buildout are closely related to water and sewer services as well as viewshed, and that there is adequate provision for restoration and/or enhancement of dunes and environmentally sensitive habitat in the areas of construction. Finally, you must be sure to arrange access for visitors from the freeway to their hotel destinations.

Your total of 1577 hotel-motel rooms would give you 50 per cent more than the City of Carmel had in 1978 -- and Carmel has been a visitor-serving center for more than a half-century, while Sand City has never provided such facilities.

3. Residential Buildout. We support all the comments made by Commission Staff on the proposed residential density in Area #5 (p. 10

of Jan. 25 comments). The comparison of Sand City's proposed densities with those of Capitola, Half Moon Bay and Santa Cruz county -- all with physical similarities to Sand City -- is instructive. We find the City's responses to the Commission Staff comments of Jan. 25 are in the form of editorial prefaces to Policy 6.3 (Plan Page 59) and Policy 6.3.2 (Plan page 60). The responses are inadequate, and, indeed, unresponsive. We strongly recommend that the policies themselves be modified to highlight the relationship between residential density and water and sewer services, the highway One viewshed, storm and tsunami potential, and landform disturbance. The densities should be sharply reduced.

4. Height Restrictions. We are deeply disturbed by the amendments, which would go on Plan p. 66, and come under new Policies 6.4.5 and 6.4.6. They would allow industrial facilities to go as high as 75 feet and commercial visitor-serving facilities to go to 45 feet on the seaward side plus one story, which presumably means 55 feet, on the inland side, which normally would have a higher ground level to begin with.

As we see it, this plan would effectively ruin the viewshed from the freeway for the visitor entering the Peninsula, who would be greeted, not by an ocean vista, but by a hodge-podge of buildings much like those one sees while driving down Highway 101 from San Francisco to San Jose. The prospect becomes particularly grim when you note that the density projections in the Plan map would fill in almost every square inch of space on the seaward side of the highway.

We also believe the Council should consider changing Policy 5.3.13(b) (Plan p. 46) to begin with the word "require," rather than the word "encourage," which means almost nothing in planning and zoning language. The second sentence also begins with the word "encourage," and apparently means that if you allow developers to build their structures in stair-step design, that's going to mitigate the bulkiness and blockiness of view corridors. Here again we urge the substitution of "require" for "encourage."

5. Landscaping and Stabilization/Restoration Policies. The Commission Staff preliminary comments made a number of references to the need for modifying existing policies or adding new policies to provide for landscaping and stabilization and/or restoration of dunes.

The response says, in effect, that there is no need for an additional policy, since the dunes are not a natural landform and contain no environmentally significant habitat. This appears to contradict a good deal of the editorial material on pages 33 and 34 of the Draft LCP, which discusses the degradation of the dunes, but which also says:

"The majority of the dunes are active, characterized by shifting sand . . . The area provides no natural habitats, although some native species are found. The dunes have other valuable qualities, however, including visual qualities and the potential for wind and erosion protection when stabilized with vegetation." The last paragraph of Policy 4.2.4 says, "Future development west of Highway One . . . should consider dune management programs as part of the development, especially for areas of high standing dunes that provide visual amenities. Future dune restoration programs can take the form of stabilization and/or restoration . . . It appears that dune stabilization

Sierra Club - 4.

is a more practical process than dune restoration . . ."

We believe that since Sand City's dunes are, as the response says on p. 4, "part of a larger dune system," they are indeed an important part of "a significant regional landform." If those dunes were, in effect, eliminated by intensive development on, in and around them, they would no longer exist, and would therefore no longer be a part of a significant regional landform."

We remind you of the first goal of the Coastal Act, set forth in Section 30001.5(a) and repeated in Policy 1.1 (a) on page 1 of the Sand City LCP, namely: "to protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources. We recommend that in addition to restoration of some of the least degraded dunes, plans be recorded in LCP policies for restoration of the higher dunes.

Finally, we were pleased to receive a supplementary LCP document, titled "Zoning Ordinance References." On p. 2, a number of uses are listed as "Prohibited in the M District." In keeping with the spirit of Sand City's LCP, we recommend that you add to that list: construction of nuclear power plants, railroad locomotive repair yards and roundhouses, and operation of automobile assembly plants.

Thank you.

Rod Holmgren,
Ventana Chapter Coastal Task Force

The largest single concentration of rooms is in Carmel, with 958 rooms. Other major areas are: downtown Monterey: 575 rooms; Seaside: 500 rooms; Asilomar: 648 rooms; Fremont Street: 488 rooms; and the Hilton/Hyatt: 478 rooms.

TABLE 1
LOCATION OF HOTEL/MOTEL ROOMS
ON THE MONTEREY PENINSULA

	<u>Number of Rooms</u>
Seaside	500
Fremont Street	488
Hilton/Hyatt	478
Munras Avenue	711
Downtown	575
Pacific Grove (downtown)	89
Lover's Point	112
Asilomar	648
Pebble Beach	133
Carmel	958
Carmel Valley (mouth)	206
Mid-Carmel Valley	96
Carmel Highlands	132
Carmel Valley Village	<u>175</u>
Total Rooms	5,301

The Monterey Peninsula has a balanced selection of both small and large hotels. While hotels with more than 80 rooms provide approximately 60 percent of the total rooms in the Monterey Peninsula, they represent only 16 percent of total establishments. There are 57 establishments having less than 40 rooms. However, they provide only about 30 percent of the total rooms in the Monterey Peninsula (Arthur D. Little, 1978).



LONE STAR INDUSTRIES, INC.
Cement & Construction Materials Group

Pacific Region
2800 Campus Drive
San Mateo, Ca. 94403
415 574-7100

July 2, 1982

Mr. Michael Groves
Environmental Management Consultants
P. O. Box 414
Monterey, CA 93940

Subject: Sand City - Land Use Plan

Dear Mr. Groves:

The June 25, 1982 revisions to the subject plan show the large dune on the south side of the Lone Star site as a "Dune Stabilization" area where dune mining is prohibited. I believe that this designation is inappropriate because in one phase of our operation we have been mining the referenced dune for many years. The vested rights of existing mining operations is recognized in Section .014 of the draft Surface Mining and Reclamation Ordinance as part of the City's draft Implementation Plan.

Therefore, this letter is to request that the March, 1982 version of Policy 4.3.4 of the L.U.P. be retained, rather than using the June 25, 1982 revision, and that the June 25, 1982 version of Figure 7 be modified to delete the "Dune Stabilization" designation on the Lone Star site.

If you have any questions, please call me.

Sincerely,

David H. Armstrong
Regional Environmentalist

ph

cc: Dudley DeZonia
3901 Laguna Blanca Drive
Santa Barbara, CA 93110

LEAGUE OF WOMEN VOTERS
OF THE MONTEREY PENINSULA

Statement to City Council
Sand City Land Use Plan
July 8, 1982

The Sand City coastal zone is an important part of the scenic Monterey Peninsula coast and includes some of the few remaining dunes on the Peninsula. The Monterey Peninsula League of Women Voters is concerned with: protection of the scenic shoreline, provision of public access to the beach for recreational use, protection of environmentally sensitive habitat, adequacy of public services, and development consistent with these aims.

The League believes that the draft Sand City Land Use Plan falls short of compliance with the Coastal Act in that development at the intensity proposed on the seaward side of the highway would be detrimental to the scenic quality of the shoreline and intrude on the viewshed. It would also cut off recreational use of the beach at high tide. Contrary to the statement in the draft that Sand City, as an urban area, need not provide additional lateral beach access, there is a need for beach access in an urban industrial community, especially where increased housing is planned.

The League advocates the following changes in the draft:

- Designate more open space to provide uninterrupted ocean views.
- Increase the amount of beach available for public recreation.
- Require additional setbacks for buildings seaward of the highway to insure lateral access at all times; reduce the height limit for unobstructed bay views.
- Preserve and where possible restore or stabilize dunes; give maximum protection to environmentally sensitive habitat areas.
- Reduce density of development to a level appropriate for a coastal area; keep development within the limits of water and sewer services.
- Prohibit new structural shoreline protection and plan new development so that the need for such devices is avoided.

The League asks that the above comments be entered in the record of this hearing.

Appendix D

Participants in the LCP Process

Participants in LCP Process

Citizens Advisory Committee Members

Mr. Michael Albov

Mr. Harry Hicks

Mr. Roy Hubbard

Mr. Roy Meadows

Mr. Michael Morris

Mr. David Pendergrass

Mr. Carl Ritter

Mrs. Carl Ritter

Mr. George Robinette

Mr. Dave Wilson

Mr. Steve Woolpert

Environmental Management Consultants, acting as City Planners

Michael Groves, Principal

Stephanie Strelow, Project Planner

John Benoit, Associate Planner

Alix Oliver, Graphics

Appendix E

Land Use Analysis Criteria,
Summary, and Map

Sand City LCP
Land Use Evaluation Criteria

- I. EXISTING CONDITIONS
 - A. Existing Land Use
 - B. General Plan Designation and Density
 - C. Zoning Designation and Density
 - D. Surrounding Land Uses -- South, North, West, East

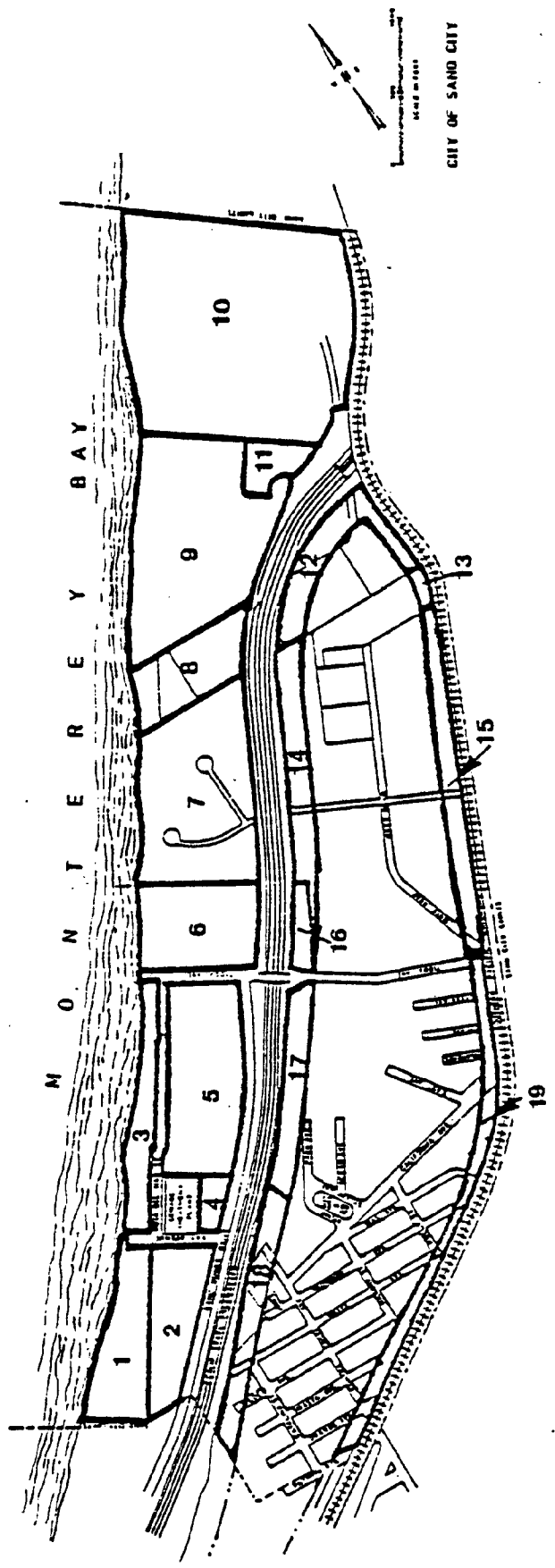
- II. RESOURCE CONSTRAINTS
 - A. Dune Habitat -- Location of dunes, degree of disturbance, significance to future land use
 - B. Natural Hazards -- potential for any seismic, geologic or flooding hazards (including location of fault zones, groundshaking, liquefaction, tsunami inundation, cliff/bluff/beach erosion)
 - C. Archaeological Resources
 - D. Visual -- vista points, view corridors, scenic land forms, visually degraded areas
 - E. Water Quality

- III. SERVICE CONSTRAINTS
 - A. Water Supply
 - B. Sewer
 - C. Circulation
 - D. Fire and Police Protection

- IV. LAND USE SUITABILITY
 - A. Access/Recreation potential
 - B. Special Considerations/Coastal Act Considerations
 - C. Land Use Options -- the range includes:
 - *1. Coastal Dependent (industrial and commercial)
 2. Public Facilities
 - *3. Recreation (public parks, commercial recreation)
 - *4. Visitor-Serving Commercial
 5. Residential (low, medium, high density)
 6. Non-Coastal Dependent Uses (industrial/manufacturing, light commercial, heavy commercial)
 7. Mixed Use (i.e., visitor-serving and residential)
 8. Special Treatment Areas (areas where planned developments are appropriate due to special design/siting considerations and need to be made compatible with existing surrounding land uses)
 - D. Densities -- Land Use Recommendations must be assigned in accordance with:
 1. Water Allocation Constraints
 2. Resource Constraints
 3. Type of Land Use
 - E. Policy Check -- all relevant Coastal Act policies addressed.

- V. FINAL EVALUATION OF TYPES OF POTENTIAL USES AND DENSITIES/RECOMMENDATIONS

*Coastal Act priority land uses



Land Use Analysis Area Locations

Agency Name	SOURCES CONTINUED				SOURCES CONTINUED				SOURCES CONTINUED				
	Source Name	Source No.	Source No.	Source No.	Source Name	Source No.	Source No.	Source No.	Source Name	Source No.	Source No.	Source No.	Source No.
1	Public Utility Company	10000001	10000002	10000003	10000004	10000005	10000006	10000007	10000008	10000009	10000010	10000011	10000012
2	Industrial Plant	10000013	10000014	10000015	10000016	10000017	10000018	10000019	10000020	10000021	10000022	10000023	10000024
3	Commercial Building	10000025	10000026	10000027	10000028	10000029	10000030	10000031	10000032	10000033	10000034	10000035	10000036
4	Public Building	10000037	10000038	10000039	10000040	10000041	10000042	10000043	10000044	10000045	10000046	10000047	10000048
5	Public Building	10000049	10000050	10000051	10000052	10000053	10000054	10000055	10000056	10000057	10000058	10000059	10000060
6	Public Building	10000061	10000062	10000063	10000064	10000065	10000066	10000067	10000068	10000069	10000070	10000071	10000072
7	Public Building	10000073	10000074	10000075	10000076	10000077	10000078	10000079	10000080	10000081	10000082	10000083	10000084
8	Public Building	10000085	10000086	10000087	10000088	10000089	10000090	10000091	10000092	10000093	10000094	10000095	10000096
9	Public Building	10000097	10000098	10000099	10000100	10000101	10000102	10000103	10000104	10000105	10000106	10000107	10000108
10	Public Building	10000109	10000110	10000111	10000112	10000113	10000114	10000115	10000116	10000117	10000118	10000119	10000120
11	Public Building	10000121	10000122	10000123	10000124	10000125	10000126	10000127	10000128	10000129	10000130	10000131	10000132
12	Public Building	10000133	10000134	10000135	10000136	10000137	10000138	10000139	10000140	10000141	10000142	10000143	10000144
13	Public Building	10000145	10000146	10000147	10000148	10000149	10000150	10000151	10000152	10000153	10000154	10000155	10000156
14	Public Building	10000157	10000158	10000159	10000160	10000161	10000162	10000163	10000164	10000165	10000166	10000167	10000168
15	Public Building	10000169	10000170	10000171	10000172	10000173	10000174	10000175	10000176	10000177	10000178	10000179	10000180
16	Public Building	10000181	10000182	10000183	10000184	10000185	10000186	10000187	10000188	10000189	10000190	10000191	10000192
17	Public Building	10000193	10000194	10000195	10000196	10000197	10000198	10000199	10000200	10000201	10000202	10000203	10000204
18	Public Building	10000205	10000206	10000207	10000208	10000209	10000210	10000211	10000212	10000213	10000214	10000215	10000216
19	Public Building	10000217	10000218	10000219	10000220	10000221	10000222	10000223	10000224	10000225	10000226	10000227	10000228
20	Public Building	10000229	10000230	10000231	10000232	10000233	10000234	10000235	10000236	10000237	10000238	10000239	10000240

**SAND CITY LCP LAND USE PLAN
LAND USE ANALYSIS SUMMARY**

Item No.	EXISTING CONDITIONS			PROPOSED CONDITIONS			GENERAL COMMENTS			SPECIAL COMMENTS					
	Location	Area	Use	Location	Area	Use	Location	Area	Use	Location	Area	Use	Location	Area	Use
14	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential
15	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential
16	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential
17	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential
18	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential
19	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential
20	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential
21	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential	100' x 150'	1.0	Residential

**SAND CITY LCP LAND USE PLAN
LAND USE ANALYSIS SUMMARY**

Appendix F

Monterey Peninsula Water Management District
Water Contract Resolution and
LCP Water Allocation Summaries

RESOLUTION 82-4

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
MONTEREY PENINSULA WATER MANAGEMENT DISTRICT
AMENDING MUNICIPAL UNIT ALLOTMENTS FOR THE
CAL AM WATER DISTRIBUTION SYSTEM

WHEREAS, the Legislature, in enacting the Monterey Peninsula Water Management District Law, found that the water problems of the Monterey Peninsula require integrated management and the augmentation and conservation of supply; and

WHEREAS, it is found and determined that future water demand within the District may exceed the ability of known resources to satisfy that demand; and

WHEREAS, it is found and determined that each municipal unit within the District requires a reasonable guarantee of water supply availability so as to plan for future growth; and

WHEREAS, the population of each municipal unit and the District desires such orderly growth; and

WHEREAS, the District, pursuant to Section 363 of the Monterey Peninsula Water Management District Law, has the power to review all expansions or extensions to water distribution systems; and

WHEREAS, it is found and determined that the establishment of the allotments in conjunction with the powers in Section 363 will provide an effective mechanism for limiting the future water demand in any one jurisdiction; and

WHEREAS, the California American Water Company is the only water distribution system serving customers in more than one municipal unit; and

WHEREAS, it is found and determined that the allotment of Cal Am resources based on projected water use in the year 2000 by jurisdiction is a equitable and objective foundation for the allotment; and

WHEREAS, the annual allotment can most equitably be calculated in terms of total annual revenue uses (actual metered sales) and compared against actually observed annual revenue use; and

WHEREAS, the average annual non-revenue use can be estimated at seven percent of total usage; and

WHEREAS, this annual allotment is required pursuant to the District Rules and Regulations, Rule 30; and that pursuant to Rule 30 each year hereafter, new allotments may annually be determined based upon information regarding water supply, demand, changes in jurisdiction, physical boundaries, and other factors;

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Monterey Peninsula Water Management District as follows:

1. The maximum annual revenue water usage allowable in the California American Water Company shall be 18,600 acre feet; which holds 1400 acre feet (seven percent of 20,000 acre feet) unallocated to account for non-revenue uses.

2. Municipal unit allotments shall be established for the California American Water Company based on a prorationing of projected year 2000 use by multiplying the maximum annual revenue water usage available by the following relative shares:

<u>MUNICIPAL UNIT</u>	<u>ANNUAL ALLOTMENT</u>
City of Carmel	5.542
City of Del Rey Oaks	1.318
City of Monterey	30.890
County of Monterey	34.952
City of Pacific Grove	12.641
City of Sand	1.799
City of Seaside	12.858

3. Pursuant to Rule 41 of the District's Rules and Regulations, "Review of Municipal Unit Compliance with Allotment", should any municipal unit's annual revenue water deliveries exceed the municipal unit's allotment as determined on the preceding page, the Board of Directors shall suspend the issuance of new extension or expansion permits in that jurisdiction.

4. Upon annexation of area currently unincorporated to a city, the above municipal unit allotments shall be reviewed by the General Manager in conjunction with city and county staff to recommend modifications to the District Board.

5. The General Manager shall submit a certified copy of this resolution to each municipal unit and water distribution system within the District.

6. All additional extensions, expansions, and connections, pursuant to any allotment, will require a further permit from this District pursuant to its Rules and Regulations, and therefore, this allocation shall not be deemed a project as defined in Title 14, California Administrative Code, Section 15037.

7. The allotments established pursuant to this resolution, effectuate the immediate management of water as authorized by the Monterey Peninsula Water Management District Law, and this allotment scheme is implemented for the protection of water as a natural resource, and for the protection of the environment of the Monterey Peninsula. The allotment scheme is categorically exempt from CEQA under Class 7 and Class 8, Title 14, California Administrative Code, Sections 15107 and 15108. A notice of exemption to this effect has been duly filed.

On motion of Director Gerald Fry and second by Director Edwin Lee, the foregoing resolution is duly adopted this 12th day of July, 1982 by the following votes:

AYES: Directors Henson, Lee, McClintock, Fry, Peters and Woodworth

NAYES: None

ABSENT: Director Alfred Gawthrop

I, Gladys McKillop, Secretary of the Board of Directors of the Monterey Peninsula Water Management District, hereby certify that the foregoing is a full, true and correct copy of a resolution duly adopted on the 12th day of July, 1982.

Witness my hand and seal of the Board of Directors this 13th day of July, 1982.


Gladys McKillop, Secretary to the Board

RESOLUTION 81 - 7

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
MONTEREY PENINSULA WATER MANAGEMENT DISTRICT
AMENDING MUNICIPAL UNIT ALLOTMENTS FOR THE
CAL AM WATER DISTRIBUTION SYSTEM

WHEREAS, The Legislature, in enacting the Monterey Peninsula Water Management District Law, found that the water problems of the Monterey Peninsula require integrated management and the augmentation and conservation of supply; and

WHEREAS, It is found and determined that future water demand within the District may exceed the ability of known resources to satisfy that demand; and

WHEREAS, It is found and determined that each municipal unit within the District requires a reasonable guarantee of water supply availability so as to plan for future growth; and

WHEREAS, The population of each municipal unit and the District desires such orderly growth; and

WHEREAS, The District, pursuant to Section 363 of the Monterey Peninsula Water Management District Law, has the power to review all expansions or extensions to water distribution systems; and

WHEREAS, It is found and determined that the establishment of one allotments in conjunction with the powers in Section 363 will provide an effective mechanism for limiting the future water demand in any one jurisdiction; and

WHEREAS, The California American Water Company is the only water distribution system serving customers in more than one municipal unit; and

WHEREAS, It is found and determined that the allotment of Cal Am resources based on projected water use in the year 2000 by jurisdiction is an

equitable and objective foundation for the allotment; and

WHEREAS, This annual allotment is required pursuant to the District Rules and Regulations, Rule 300; and that pursuant to Rule 300, each year hereafter, new allotments may annually be determined based upon information regarding water supply, demand, changes in jurisdiction, physical boundaries, and other factors;

NOW THEREFORE, BE IT RESOLVED By the Board of Directors of the Monterey Peninsula Water Management District as follows:

1. The maximum present annual water usage allowable in the California American Water Company shall be 20,000 acre feet;
2. Municipal unit allotments shall be established for the California American Water Company based on a prorationing of projected year 2000 use by multiplying the maximum water usage available by the following relative shares:

<u>MUNICIPAL UNIT</u>	<u>ANNUAL ALLOTMENT (%)</u>
City of Carmel	5.545 X 0.01
City of Del Rey Oaks	1.320
City of Monterey	30.889
County of Monterey	34.948
City of Pacific Grove	12.639
City of Sand	1.780 356
City of Seaside	13.029 2.860% <i>annexed 5/1/04</i>

3. Upon annexation of area currently unincorporated to a city, the above municipal unit allotments shall be reviewed by the General Manager in conjunction with city and county staff to recommend modifications to the District Board.

4. The General Manager shall submit a certified copy of this resolution to each municipal unit and water distribution system within the District.

5. All additional extensions, expansions, and connections, pursuant

to any allotment, will require a further permit from this District pursuant to its Rules and Regulations, and therefore, this allocation shall not be deemed a project as defined in Title 14, California Administrative Code, Section 15027.

6. The allotments established pursuant to this resolution, effectuate the immediate management of water as authorized by the Monterey Peninsula Water Management District Law, and this allotment scheme is implemented for the protection of water as a natural resource, and for the protection of the environment of the Monterey Peninsula. The allotment scheme is categorically exempt from CEQA under Class 7 and Class 8, Title 14, California Administrative Code, Sections 15107 and 15108. A notice of exemption to this effect has been duly filed.

On motion of Director Nancy McClintock, and second by Director John Williams, the foregoing resolution is duly adopted this 13th day of April, 1981 by the following votes:

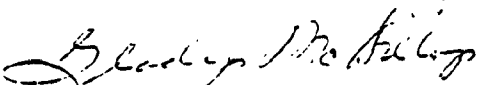
AYES: Directors Gawthrop, Fry, McClintock, and Williams .

NAYES: Directors Woodworth, Lee and Peters

ABSENT: None

I Gladys McKillop, Secretary of the Board of Directors of the Monterey Peninsula Water Management District, hereby certify that the foregoing is a full, true and correct copy of a resolution duly adopted on the 13th day of April, 1981.

Witness my hand and seal of the Board of Directors this 15th day of April, 1981.


Gladys McKillop, Secretary

WATER ALLOCATION SUMMARY

	Acre-Feet/Year (As of September 1983)
Total Sand City Water Allocation	334.6
LESS Current City Water Use	- 76.1
TOTAL Available Water	258.5
Projected Coastal Zone Water Use	299.55
Projected Water Use Outside Coastal Zone (assumes no residential development outside coastal zone)	+ 38.42
Acre-feet/year Projected	337.45
TOTAL, LESS 25% Water Conservation (Consumption assumed with proposed water conservation policies)	- 84.49
Projected Consumption	252.96
TOTAL GENERAL RESERVE*	5.54

The projected total City-wide water consumption upon full buildout is 329.06 acre-feet per year, based on the proposed coastal zone land use designations and density standards, projected development outside the coastal zone, and current City-wide water use. Approximately 5.54 acre-feet of water/year will remain as City-wide reserve.

Water consumption by coastal zone land uses are summarized in the table on the following page.

The attached Summary Sheets summarize land use designations/densities and projected water consumption in the Coastal Zone by area. (An Area Reference Map is also attached.) The following water consumption factors that were used were primarily taken from the Cannery Row LCP and the Economic and Demographics Projection Report prepared for the Monterey Peninsula by the MPWMD.

*Water has been allocated to all areas within the City's coastal zone that are currently served by existing wells. In the event that these wells must be shut down, additional water shall be made available from the MPWMD, per agreement between the MPWMD and the City of Sand City, and the City will petition the MPWMD to obtain this water. Therefore, the City's actual water reserve may be higher than the figure stated here.

Land Use	Acres	Units	Annual Water Consumption (in acre-feet)	% of Total Consumption
DUAL DESIGNATIONS				
Industrial/Manufacturing	12.91	--	0 - own well	--
NOTE: Each dual designation has water allocated to it via its secondary land use, as shown below.				
Visitor-Serving -- Hotels	17.39	1,020 Rooms	57.08	19%
Visitor-Serving -- Motels	9.97	370	20.73	7%
Visitor-Serving -- No Hotels/ No Motels*	23.13	--	45.00	15%
Public Recreation	11.89		--	--
Residential	51.97	893	136.72	46%
(Visitor-Serving Residential)	(31.64)	(383)	(58.69)	--
Light Commercial*	7.75		15.13	5%
Heavy Commercial*	7.55		5.07	2%
Coastal-Dependent	2.00	--	1.50	<1%
Industrial-Manufacturing	15.5	--	12.99	4%
Industrial Parark	12.7	--	5.33	2%
TOTAL	159.85		299.55	100%

*For commercial uses, see individual area breakdowns for maximum square footage allowed, based on the City's present water allocation.

Visitor-Serving -- Hotels/Motels	50 gpd/room (assumes 80% occupancy)
Visitor Serving -- No Hotels/No Motels	50 gpd/1,000 net bldg sq ft
Neighborhood and Light Commercial	50 gpd/1,000 net bldg sq ft
Residential -- Single Family	230 gpd/unit
Residential -- Multi Family	137 gpd/unit
Heavy Commercial & Industrial	25 gpd/employee (15-25 employees/ gross acre; except for area 12, where a higher employee/gross acre is known to occur)

gpd = gallons per day

net bldg sq ft = net building square footage, figured at 40% of total acreage; the figure is doubled to allow for maximum square footage per the City's existing allocation. If the City is allotted more water in the future, commercial square footages could be increased.

one acre-foot = 325,840 gallons

SUMMARY SHEETS

Area 1, 2, 3, 4: Consolidated and Unconsolidated Ownership Properties

Area in Acres: 1 - 12.00
2 - 7.39 (Unconsolidated Ownership)
3 - 2.62
4 - 1.83 (Unconsolidated Ownership)

Land Use Designations:

LUP Option 1 Projection with TDC Program

Area 1, 2: Visitor Serving Commercial--Hotel--270 Rooms
Visitor Serving Residential, Medium Density--
100 Units
Area 3, 4: Public Recreation

LUP Option 2 Projection without TDC Program

Area 1, 2: Unknown
Area 3: Visitor Serving Commercial (Cluster), 2.62
acres @ 40% coverage = 1.05 acres net
maximum sq. ft. = 91,476 multi-story
Area 4: Visitor Serving Commercial--Motel--68 Rooms

Water Allocation:

Option 1--Hotel	15.08
vs. Residential	15.30
	<hr/>
	30.38 acre-feet/year
Option 2--Visitor Serving	5.10
Motel	3.80
Remainder	21.48
	<hr/>
	30.38 acre-feet/year

Area 5: Numerous Parcels (unconsolidated ownership)

Area in Acres: 13.33

Land Use Designation: Residential, High Density
(Special Treatment Density Standards May
Apply)
370 Units maximum due to dune restoration
requirements

Water Allocation:

Residential Existing 56.6 acre-feet/year

Area 6: Calabrese Property

Area in Acres: 7.90
Frontage Road Extension -.42

7.48 acres net

Land Use Designation: Industrial-Manufacturing
(Dual) Visitor Serving Commercial

Motel -- 6.17 acres @ 37 rooms/acre = 229 rooms
No Motel -- 1.31 acres @ 40% lot coverage = .52 acres net
maximum sq ft = 45,302

(NOTE: Not to be limited if more water is allocated to the City in the future.)

Water Allocation:

Motel -- 12.83
No Motel -- 2.54

15.37 acre-feet/year

(NOTE: This allocation also applies to the existing industrial designation of this site.)

Area 7: Monterey Sand Company Property

Area in Acres: 15.60
Frontage Road Extension -.59

15.01 acres net

Land Use Designation: Coastal-Dependent Industrial
Visitor Serving Commercial

Hotel -- 5.00 acres @ 75 rooms/acre = 375 rooms
No Hotel -- 8.01 acres @ 40% lot coverage = 4.00 acres net.
maximum sq ft = 278,784

Coastal Dependent Industrial--2.0 acres @ 25 employees/acre

(NOTE: Not to be limited if more water is allocated to the City in the future.)

Water Allocation:

Hotel -- 21.00
No Hotel -- 15.60
CDI -- 1.5

38.10 acre-feet/year

Area 8: Granite Construction Co. Property

Area in Acres: 5.01
Frontage Road Extension -.40

4.61 acres net

Land Use Designation: Industrial-Manufacturing
(Dual) Visitor Serving Commercial

Motel -- 3.80 acres @ 37 rooms/acre = 141 rooms

No Motel -- .81 acres @ 40% lot coverage = .32 acres net

maximum sq ft = 27,878

(NOTE: Not to be limited if more water is allocated to the City in the future.)

Water Allocation:

Motel -- 7.90

No Motel -- 1.56

9.46 acre-feet/year

Area 9: Monterey Bay Club (Ritter Property)

Area in Acres: 15.64

Land Use Designation: Visitor Serving Residential, Low Density
(Cluster)

Residential, Low 15.64 acres @ 13 units/acre = 203 units
(65% lot coverage allowed, multi-story)

Water Allocation:

Visitor Serving Residential -- 31.15 acre-feet/year

Area 10:

Area in Acres: 35.44

Land Use Designation: Visitor Serving Commercial
Visitor Serving Residential, Medium Density
Residential, Medium Density
Public Recreation

Hotel--5.00 acres @ 75 rooms/acre = 375 rooms

No Hotel/Motel--12.00 acres @ 40% lot coverage = 4.80 acres net
maximum sq ft = 418,176

Visitor Serving Residential --4.00 acres
@ 20 units/acre = 80 units

Residential -- 7.00 acres @ 20 units/acre = 140 units

Public Recreation -- 7.44 acres

Water Allocation:

Hotel --	21.00
No Hotel/Motel	23.35
Residential (Visitor-Serving)	12.24
Residential	21.43
Public Recreation	0.00

78.02 acre-feet/year

(NOTE: This allocation is also in effect for an existing industrial or potential coastal dependent industrial use at this site.)

*A private well currently is being used in this area of the Coastal Zone; the MPWMD conditioned Sand City's water allocation such that they would receive an increased allocation per each well in the City, based on the following: that the well was no longer able or allowed to produce water; and that the amount of additional water to be allocated to the City would be based on average well production. The City will petition the MPWMD to obtain this additional water.

Area 11: Calabrese Property

Area in Acres: 1.0

Land Use Designation Visitor Serving Commercial -- No Hotels
No Hotel -- 1 acre @ 40% lot coverage = .40 acres net
maximum sq ft = 34,848

(NOTE: Not to be limited if more water is allocated to the City in the future.)

Water Allocation

No Hotel -- 1.95

Area 12: Granite Construction Company Property

Area in Acres: 6.8

Land Use Designation: Industrial/Manufacturing

Water Allocation:

Industrial/Manufacturing: 8.00 acre-feet/year*

(NOTE: It was determined that this area had a higher employee/gross acre than other industrial/manufacturing areas in the City, and this is reflected in the allocation.)

*A private well currently is being used in this area of the Coastal Zone; the MPWMD conditioned Sand City's water allocation such that they would receive an increased allocation per each well in the City, based on the following: that the well was no longer able or allowed to produce water; and that the amount of additional water to be allocated to the City would be based on average well production. The City will petition the MPWMD to obtain this additional water.

Area 13: Calabrese Property

Area in Acres: .70

Land Use Designation: Industrial/Manufacturing

Industrial/Manufacturing: .70 acres @ 15 employees/gross acre =
10.5 employees

Water Allocation

Industrial/Manufacturing: .29 acre-feet/year

Area 14 & 15: McDonald Property (Monterey Sand Company)

Area in Acres: (14) 7.8
(15) 4.9

12.7

Land Use Designation: Industrial Park

IP -- 12.7 acres @ 15 employees/gross acre = 190.50

Water Allocation:

IP -- 5.33 acre-feet/year

Area 16: Calabrese Property

Area in Acres: 1.10

Land use Designation: Light Commercial

Commercial -- 1.10 acres @ 40% lot coverage = .44 acres net

maximum sq ft = 38,333

Water Allocation:

Commercial -- 2.15 acre-feet/year

Area 17: Numerous Parcels (Unconsolidated Owners)

Area in Acres: 6.20

Land Use Designations: Light Commercial
Heavy Commercial

Commercial (L) -- 4.65 acres @ 40% lot coverage = 1.86 acres net
maximum sq ft = 162,043

Commercial (H) -- 1.55 acres @ 20 employees/gross acre = 31
employees

Water Allocation:

Commercial (L) -- 9.08

Commercial (H) -- .87

9.95 acre-feet/year

Area 18: Numerous Parcels

Area in Acres: 8.00

Land Use Designation: Light Commercial
Heavy Commercial

Commercial (L): 2.00 acres @ 40% lot coverage = .80 acres net

maximum sq ft = 69,696

Commercial (H): 6.00 acres @ 25 employees/gross acre = 150
employees

Water Allocation:

Commercial (L): 3.90

Commercial (H): 4.20

8.10 acre-feet/year

Area 19: Various Properties

Area in Acres: 8.00

Land Use Designations: Industrial/Manufacturing

Industrial/Manufacturing -- 7 acres of existing development
1 acre undeveloped property @ 25
employees/gross acre = 25
employees

Water Allocation:

Industrial/Manufacturing:
Existing development
(potential expansion) 4.00
Undeveloped property 0.70

4.70 acre-feet/year

Outside Coastal Zone

Area in Acres: 28.2 (McDonald Property)
10.7 (Rest of City)

38.9 acres

Land Use Designations: Industrial/Manufacturing
Heavy Commercial
Residential, High Density

McDonald: 28.2 acres @ 15 employees/acre = 423 employees
Remainder: 6.4 acres @ 20 employees/acre = 128 employees
4.3 acres--High Density Residential = 150 maximum
units

Water Allocation:

McDonald: 11.85
Remainder: 3.57 Nonresidential

38.42 acre-feet/year

Appendix G

Zoning Ordinance References

Zoning Ordinance References

"C-2" -- General Commercial

Principal permitted uses.

- (a) Wholesale business, storage or warehousing;
- (b) Automobile, truck, trailer, boat and farm implement establishments, including major repair;
- (c) Building material sales yard, not-including concrete mixing;
- (d) Public utility buildings, service yards, telephone booths and substations;
- (e) Contractor's equipment storage yard, or storage and rental of equipment commonly used by contractors;
- (f) Carpenter, electrical, plumbing, heating or machine shop; printing, publishing or lithographic shop; furniture upholstering shop, greenhouse or horticultural nursery;
- (g) New and used automobile sales and automobile service stations;
- (h) Animal hospitals, veterinary clinics and kennels;
- (i) Bakeries, creameries, soft drink bottling plants; laundries, cleaning and dyeing plants;
- (j) Truck depots;
- (k) Any other commercial use or service establishment determined by the Council to be of the same general character as the above-permitted uses.

Accessory uses.

- (a) Accessory uses and buildings customarily appurtenant to a permitted use.

Conditional uses.

- (a) Public or quasi-public uses appropriate to the C-G District;
- (b) Salvage and wrecking operations;
- (c) Concrete mixing and asphalt mixing yards;
- (d) Commercial recreation facilities, including bowling alleys; and
- (e) Other retail commercial uses, listed as principal permitted uses in the C-1 District appropriate in or necessary to serve a heavy commercial area.

"C-3" -- Local Shopping District

Principal permitted uses.

- (a) Any local retail business or service establishment, such as a grocery store, bake shop, drug store, barber and beauty shop, clothes cleaning and laundry pickup station, child care center, business or professional office or bank, supply commodities or performing services for residents of the neighborhood;
- (b) Restaurant, cafe and soda fountain, not including entertainment or dancing or sale of liquor, beer or other alcoholic beverages by the glass or for consumption on the premises;
- (c) Commercial parking lots for passenger vehicles;
- (d) Telephone booths;
- (e) Any other retail business which is determined by the Council to be of the same general character as the above permitted retail business or service area.

Accessory uses.

- (a) Accessory uses and buildings customarily appurtenant to a permitted use, such as incidental storage facilities.

Conditional uses.

- (a) Public and quasi-public uses appropriate to the C-N District;
- (b) Automobile service stations;
- (c) Social halls, lodges, fraternal organizations;
- (d) Public utility substations and communications equipment buildings.

"M" -- Industrial/Manufacturing

Principal permitted uses.

- (a) Manufacture, processing, storage and packaging of food, concrete, asphaltic concrete, sand, gravel and storage of petroleum based products;
- (b) Wholesaling, storage, warehousing and heavy equipment storage;
- (c) Printing, publishing and bookbinding plants;
- (d) Railroad terminal facilities, truck depots;
- (e) Public utility buildings and substations;
- (f) Uses appurtenant to a permitted use such as offices, storage, repair and maintenance.

Conditional uses.

- (a) Fish and meat packing;
- (b) Production of aniline dyes, ammonia, carbide, caustic soda, cellulose, chlorine, carbon black and bone black, hydrogen and oxygen, industrial alcohol, nitrates of an explosive nature, potash, plastic material and synthetic resins, pyroxylin, rayon yarn and hydrochloric, nitric, phosphoric, picric and sulphuric acids;
- (c) Production of rubber and soaps, including fat rendering and the storage and curing of hides accessory thereto;
- (d) Production of liquid fertilizer in an enclosed structure;
- (e) Public and quasi-public uses appropriate in the M District;
- (f) Retail commercial uses such as restaurants and service stations necessary for service to uses within the district;
- (g) Salvage and wrecking operations;
- (h) Residential uses as deemed appropriate by the City Council;
- (i) Any other use deemed appropriate for this District by the City Council;
- (j) Other manufacturing, assembly, processing, and packaging or other industrial operations when, in the determination of the Council, all resulting dust, dirt, cinders, fumes, fumes, smoke and odor shall be confined effectively to the premises or so disposed of as to avoid air pollution, and where any noise, vibration or flashing and is not normally unreasonable.

Uses Prohibited in the M District

- (a) Production of coal, coke and tar;
- (b) Production of dry fertilizers, gelatine, animal glue and sizing;
- (c) Production of turpentine, matches and paint;
- (d) The following processes: Nitrating of cotton or other materials; magnesium foundry; reduction, refining, smelting and alloying of metal or metal ores; refining petroleum products such as kerosene, gasoline,

naphtha and lubricating oil; distillation of wood or bones; or tanning of raw, green or salted hides of skins;

- (e) Stockyards, slaughterhouses;
- (f) Storage of fireworks or explosives.

"IP" -- Industrial Park

Principal permitted uses.

- (a) Manufacturing, assembly, processing, packaging and similar industrial operations;
- (b) Administrative and executive offices, when associated with a permitted use;
- (c) Research or experimental laboratories;
- (d) Offices and commercial establishments which provide services or consultations to other permitted uses;
- (e) Retail sales of drafting and engineering supplies, technical books, precision tools and blueprinting services;
- (f) Wholesaling and warehousing;
- (g) Workshops, including carpenter, electrical, plumbing, heating, printing and machine shops. Display of retail products shall be limited to products produced or installed by the workshop;
- (h) Public utility buildings and substations;
- (i) Accessory uses to a permitted use such as a cafeteria, restaurant, employees' auditorium and medical center when located on the same lot as the permitted use;
- (j) Other accessory uses customarily appurtenant to a permitted use.

Conditional uses.

Minimum lot size, width and depth requirements may be reduced by the terms of the conditional use permit to the extent necessary to achieve the purposes of this section.

Appendix H

Glossary

G L O S S A R Y

Archaeological Resources. Material remains of past human life and activities. Examples of material remains are fossil relics, artifacts, and monuments.

Biological Survey. A field survey conducted by a qualified biologist or agency hired by the applicant for any development proposed within general areas of potential environmentally sensitive habitats in order to determine exact locations of environmentally sensitive habitats and to recommend mitigation measures to protect habitats.

Buffer. An area of land separating two distinct land uses, such as residential and industrial or residential and commercial, which acts to soften or reduce the effect of one land use on another. For instance, landscaping is sometimes used to "buffer" or reduce the effects of a commercial area on nearby residential units.

Building Height. The vertical distance from the average contact ground level of the front wall of the building to the highest point of the building, excluding chimneys and other building accessories.

Clustering Development. A method of development in which many dwelling units are placed close together or attached, usually for the purpose of retaining another area in open space. Many condominium and townhouse developments utilize this method when they are adjacent to a natural area to be retained, or when they wish to create a focal point (such as a swimming pool, community complex).

Coastal-dependent Development or Use. Any development or use which requires a site on, or adjacent to, the sea to be able to function at all.

Coastal-development Permit. A permit for any development within the coastal zone.

Coastal-related Development. Any use that is dependent on a coastal-dependent development or use.

Coastal Zone. An area within the jurisdiction of the California Coastal Act. The zone includes all of Sand City west of highway One, a strip of land 200 feet wide east of Highway One, Southern Pacific Railroad's right-of-way and 100 feet west of the right-of-way.

Development. On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration

of any structure in excess of fifty percent of the existing structure's fair market value, including any facility of any private, public or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4510).

Environmentally Sensitive Habitat Area. Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Feasible. Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Implementing Actions. The ordinances, regulations or programs which implement the provisions of the certified local coastal program.

Local Coastal Program. A local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of, the Coastal Act at the local level. Abbreviation: LCP.

New Development. Any development activity (see Development) excluding reconstruction, demolition, alteration or improvement of any structure which is not in excess of fifty percent of the existing structure's fair market value.

Package Sewer Plant. A sanitation system for the collection and treatment of sanitary wastes from a limited area of development with local disposal of the treated effluent. If the system is operated to serve more than one property owner, a government entity is required to guarantee operation and maintenance.

Public Recreation. Recreational facilities owned by the public or available for use by the general public.

Public Works.

- (a) All production, storage, transmission, and recovery facilities for water, sewerage, telephone and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.
- (b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities.
- (c) All publicly financed recreation facilities, all projects of the state Coastal Conservancy, and any development by a special district.
- (d) All community college facilities.

Rare and Endangered Species. Species identified as rare, endangered and threatened by the State Department of Fish and Game, United States Department of Interior, Fish and Wildlife Service or the California Native Plant Society.

Shall. This term identifies a mandatory provision which must be followed.

Shoreline Access. The provision of public pedestrian access from a public thoroughfare to and along the shoreline.

Should. This term identifies a provision which must be followed unless there are conflicting policies or specific overriding social, economic, or environmental considerations.

Structure. Building or other facility including but not limited to any road, retaining wall, pipe, flume, conduit, siphon, aqueduct, telephone line, electrical power transmission or distribution line.

Vertical Access. A path or trail which connects the nearest public roadway with a shoreline destination via a reasonably direct route.

Water Allocation. The total annual amount of water allocated to Sand City by the Monterey Peninsula Water Management District as part of the Peninsula Water Allocation system. As a result of this City water allocation and as part of the LCP, water consumption for land uses within and outside the coastal zone were projected to insure that the City will not exceed its current annual water allocation.

Zoning Combining Districts. Zones which are superimposed over other zones and which either add further requirements or replace certain requirements of the underlying zone.

