

Exhibit B

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MOSS LANDING COMMUNITY PLAN POLICY MATRIX – TRANSPORTATION

Policy No. NCLUP-ML-3.1		
2017 Version	Staff's Changes	Community Input
New or expanded visitor-serving commercial facilities in Moss Landing shall provide adequate parking, either on or off site, and safe access, including necessary turning lanes, acceleration lanes, and signing. Wherever possible, access to State Route 1 from commercial facilities should be consolidated. The creation of new direct driveway access onto State Route 1 from new or existing commercial uses should be avoided.	New or expanded visitor-serving commercial facilities in Moss Landing shall provide adequate parking, either on or off site, and safe access, including necessary turning lanes, acceleration lanes, and signing. Wherever possible, access to State Route 1 from commercial facilities should be consolidated. The creation of new direct driveway access onto State Route 1 from new or existing commercial uses should be avoided <u>shall be prohibited</u> .	New or expanded visitor-serving commercial facilities in Moss Landing shall provide adequate parking, either on or off site, and safe access <u>(does this only cover vehicular access or ped as well)</u> , including necessary turning lanes, acceleration lanes, and signing. Wherever possible, access to State Route 1 from commercial facilities should be consolidated. <u>The creation of new direct driveway access onto State Route 1 from new or and existing commercial uses shall be prohibited.</u>
<p>Narrative: Change proposed to strengthen policy language. Precise regulations will be in NC CIP. Also see NCLUP policies 3.1.2.3 & 3.1.3.3.</p> <p>Area Subject to Policy: ML Community</p>		

Commented [MOU1]: Pull out as stand alone policy.

MOSS LANDING COMMUNITY PLAN POLICY MATRIX – TRANSPORTATION

Policy No. NCLUP-ML-3.2		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel, in a manner that avoids impacts to important natural resources, including the Elkhorn Slough and wildlife.	The County of Monterey shall <u>identify funding to construct and maintain</u> plan for a balanced, multimodal transportation network, <u>consistent with TAMC and Caltrans Plans</u> , that meets the needs of all users of the streets, roads, and highways for safe and convenient travel, in a manner that avoids impacts to important natural resources, including the Elkhorn Sloughs and wildlife.	The County of Monterey shall <u>plan for as well as</u> identify funding to construct and maintain a balanced, multimodal transportation network, consistent with TAMC and Caltrans Plans , that meets the needs of <u>the community and</u> all users of the streets, roads, and highways for safe and convenient travel, in a manner that avoids impacts to important natural resources, including the sloughs and wildlife.
<p>Narrative: We made this policy more directive and will make it as a key policy. CCC suggests deleting because the policy needed action; this update is the plan.</p> <p>Some wanted policy that only addresses multimodal transportation and leaves natural resource protection to the other policies (end at “travel.”). There were some concerns with allowing large trucks on the streets (“all users”).</p> <p>Others felt that statement about balancing the desire to provide a multimodal network against the protection of natural resources. Some desired the word “prohibits” versus “avoids” impacts to natural resources.</p> <p>Wants policy language that mandates communication is open with the community as a separate policy. “takes into account the needs of the community” needs more work.</p> <p>Area Subject to Policy: ML Community</p>		

MOSS LANDING COMMUNITY PLAN POLICY MATRIX – TRANSPORTATION

Policy No. NCLUP-ML-3.3		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall require all feasible traffic generation reduction measures of any new or expanded industrial facility that would generate significant freight and employee traffic on the segment of State Route 1 between Castroville and Salinas Road.	The County of Monterey shall require all feasible traffic generation reduction measures of any new or expanded industrial facility that would generate significant freight and employee traffic on the segment of State Route 1 between Castroville and Salinas Road. <u>Development in the industrial areas shall not be allowed until needed improvements are made to the Dolan and Highway 1 Intersection.</u>	The County of Monterey shall require all feasible traffic generation reduction measures of any new or <u>and/or</u> expanded industrial <u>use(s) and/or</u> facility that would generate significant freight and employee traffic on the segment of State Route 1 between Castroville and Salinas Road. Development in the industrial areas shall not be allowed until needed improvements are made to the Dolan and Highway 1 Intersection.
<p>Narrative: The intent of this policy is to ensure that all feasible traffic generation reduction measures required by industrial development are implemented and that needed highway/County road improvements are constructed prior to occupancy. The CIP will include regulations for traffic study and fee program implementation, specifically Castroville and Dolan and for Highway 1/Dolan Road intersection.</p> <p>Area Subject to Policy: Industrial Development Areas</p>		

MOSS LANDING COMMUNITY PLAN POLICY MATRIX – TRANSPORTATION

Policy No. NCLUP-ML-3.4		
2017 Version	Staff's Changes	Community Input
<p>The creation of new direct driveway access onto State Route 1 from either Moss Landing Business Park should be avoided. Limited exceptions include:</p> <ul style="list-style-type: none"> a. Egress from Moss Landing Power Plant onto State Route 1 for northbound only traffic, and b. Emergency egress from either site. Major access for each facility should be maintained on Dolan Road. c. Access identified through a comprehensive corridor study as a necessary improvement. 	<p>The creation of new direct driveway access onto State Route 1 from <u>industrial properties east of Highway 1</u> either Moss Landing Business Park should <u>shall be prohibited</u> avoided. Limited exceptions include:</p> <p>Egress from Moss Landing Power Plant onto State Route 1 for northbound only traffic, and</p> <p>Emergency egress from either site. Major access for each facility should be maintained on Dolan Road.</p> <p>Access identified through a comprehensive corridor study as a necessary improvement.</p>	<p>The creation of new direct driveway access onto State Route 1 from industrial properties east of Highway 1 shall be prohibited.</p>
<p>Narrative: After discussion with the local/regional transportation agencies, it is safest for the community to eliminate new access to Highway 1. Also see NCLUP policies 3.1.2.3 & 3.1.3.3.</p>		
<p>Area Subject to Policy: ML Community</p>		

MOSS LANDING COMMUNITY PLAN POLICY MATRIX – TRANSPORTATION

Policy No. NCLUP-ML-3.5		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall work with TAMC to include the set of improvements identified as a result of the 2017 Corridor Study prepared for the Moss Landing Community Plan in the Regional Transportation Improvement Program and the Regional Traffic Impact Fee Program.	The County of Monterey shall work with TAMC to include the select of the preferred improvement(s) identified as a result of the 2017 Corridor Study prepared for in the Moss Landing Community Plan and include in their the Regional Transportation Improvement Plan Program and the Regional Traffic Impact Fee Program.	The County of Monterey shall work with TAMC to select the preferred improvement(s) identified in the Moss Landing Community Plan and include in the Regional Transportation Plan.
Narrative: We will analyze all improvement options in the MLCP EIR.		
Area Subject to Policy: ML Community		

Policy No. NCLUP-ML-3.6		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall work with TAMC to include improvements to the State Route 183/State Route 1 intersection in its Regional Transportation Improvement Program and the Regional Traffic Impact Fee Program.	The County of Monterey shall work with <u>Caltrans</u> <u>and</u> TAMC to include improvements to the State Route 183/State Route 1 intersection in its Regional Transportation Improvement Program Plan and the Regional Traffic Impact Fee Program.	The County of Monterey shall work with Caltrans and TAMC to include improvements to the State Route 183/State Route 1 intersection in its Regional Transportation Plan.
Narrative: The intersection addressed in the policy is outside of the MLCP area. Suggest moving policy to NCLUP.		
Area Subject to Policy: North County, Castroville area.		

MOSS LANDING COMMUNITY PLAN POLICY MATRIX – TRANSPORTATION

Policy No. NCLUP-ML-3.7		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall work with Cal-Trans to identify shared access opportunities for the State Route 1 corridor north of the Elkhorn Slough bridge.	Delete (see note below).	The County of Monterey shall work with Cal-Trans to identify shared access opportunities for the State Route 1 corridor north of the Elkhorn Slough bridge.
Narrative: Delete policy since it is addressed in Policy NCLUP-ML-3.1 and 3.5.		
Area Subject to Policy: ML Community		