

Exhibit D

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considered appropriate interim uses for private beach properties until the South Harbor is expanded south of Sandholdt Bridge.

Any change in the Plan, however, concerning either harbor expansion, related land uses, or the circulation system can only be made through public hearings before the Monterey County Planning Commission and Board of Supervisors and with approval of the California Coastal Commission. The community, property owners, and affected agencies will participate in the process of revising the plan if this becomes necessary.

5.2.2 Circulation

The primary transportation emphasis of the Coastal Act is to preserve highway capacity for coastal access and coastal dependent land uses. In this context the plan shows improvements to Highway One and recommends a reduction in the number access points from the highway to minimize hazardous and congested conditions. Needed parking facilities are also proposed. Pedestrian access is discussed in item E. below and in Section 5.4.

A. Highway One

Highway One should be improved as a four lane divided scenic highway. Access points to Highway One shall be consolidated and limited to Jetty Road, Dolan Road, Moss Landing Road and Potrero Road.

B. County Roads

The County roads shown on the land use plan map are Jetty Road, Moss Landing, Dolan Road and Potrero Road. These are shown as two-lane roadways with the access improvements to Highway One discussed above. In order to minimize the access points to Highway One in the North Harbor area, a frontage road with a single access point should be developed to serve the yacht club and present and future commercial uses.

C. Sandholdt Bridge

As part of the long-term expansion plan for the harbor, Sandholdt Road would be extended about 1,000 feet south of the Sandholt Bridge on the west side of the Old Salinas River Channel by purchase of private property. The bridge would be removed. A new embankment crossing of the river would be constructed with access provided from Moss Landing Road, and from Sandholdt Road to the north just west of the existing bridge. These are shown as proposed circulation system improvements on Figure 2.

Should the planned harbor expansion into the Old Salinas River not be implemented, access to the spit will remain dependent upon the existing one-lane Sandholdt Bridge, the maintenance of which is becoming an increasingly expensive problem. Replacement of the bridge would be even more expensive barring assistance from some federal program or some other outside source. The plan recognizes the economic problems of retaining a bridge at the existing location and further recognizes that such pressures on public funding may eventually force abandonment of the bridge crossing. New access would then need to be provided to the Island, consistent with other LCP policies.

D. Parking Facilities

Locations for improved parking facilities are shown on Figure 4 for the North Harbor area. It is recommended that the improved parking area to be located between the Sand dunes and Bennett Slough at the curve of Jetty Road be limited to not more than 100 spaces. Consistent with access policies in Chapter 6, parking improvements shall be made only upon completion of more detailed management plans for the area by the State Department of Parks and Recreation. Care should be

taken during development of parking at the Jetty Road curve, to avoid filling the Bennett Slough wetlands or disrupting wildlife and shorebird habitat.

The potential for parking improvements should be studied at "the opening" a popular parking area mid-way along Jetty Road where there are no longer any dunes remaining and where there is easy beach access.

Up to 150 improved parking space should be provided at the end of Jetty Road where there is ample area for a paved turnaround, or loop to assist circulation. When these improvements have been made it will be desirable to limit parking along the shoulder of the road.

Parking improvements are proposed for the South Harbor area. The existing Cal Trans Park and Ride facility is shown on the west side of Highway One near Dolan Road. Future parking is also shown at the South West corner of Moss Landing Road North and Highway One, and near the South intersection of Moss Landing Road and Highway One. General upgrading of the existing parking area at Salinas River State Beach is also needed.

E. Pedestrian Access

Access improvements to and along the Shoreline within the Moss Landing Community Plan area are described in Chapter 6 and are shown on Figure 6. Figure 3 and 4 provide additional illustration of existing and proposed access opportunities. The small scale of the central community area generally encourages walking, although the lack of sidewalks on Moss Landing Road or Sandholdt Road require caution on the part of pedestrians and drivers. It will be desirable to require sidewalks to be installed on Moss Landing Road as part of future development, because this will continue to be the primary focal point of visitor oriented commercial development. If in the future Sandholdt Bridge is replaced a pedestrian walkway should be provided separate from the roadway.

F. Public Transit

Public transit stops are shown on the west side of Highway One near Dolan Road, and at the Jetty Road/Highway One and Potrero Road/Highway One intersections. Public transit is provided in the North County by Greyhound and Monterey-Salinas Transit, and a new route is planned between Watsonville and Salinas via Highway One. Commercial, recreational and industrial facilities are not currently served in Moss Landing. Designation of new stops and improved scheduling would provide better service to the beaches and to the island.

5.2.3 Wastewater Treatment

The California Coastal Act of 1976 sets criteria for expansion of urban areas and allocations of the capacities of public works facilities such as wastewater collection and treatment facilities.

The Moss Landing County Sanitation District was formed in response to the ban on installation of additional septic systems ordered by Monterey County and construction of wastewater collection lines and a main transport line from Moss Landing to Castroville are planned. The wastewater collection project will collect effluent from the residences and commercial establishments in Moss Landing and transport it to the Castroville wastewater treatment plant or the proposed regional plant in Marina. Collection service will include the Moss Landing Mobile Manor and the residential area along Struve Road in addition to the central Moss Landing Community. The industrial facilities of Kaiser and PG&E are not included in the service area. These facilities have adequate wastewater treatment and disposal systems. While all domestic wastewater would be collected in Moss Landing, aquaculture and fish processing industries would probably continue to discharge their processing wastewater in other manners.