

**GREATER MONTEREY PENINSULA AREA PLAN  
SUPPLEMENTAL POLICIES**

**1.0 - Land Use**

- GMP-1.1 The County shall overlay properties north and south of Highway 68 and west of Laureles Grade with a Visually Sensitive District ("VS") and/or other appropriate zoning designation to regulate the location, height, and design of structures within this unique scenic corridor.
- GMP-1.2 The undeveloped portion of *High Meadow I* (APNs: 015-451-001 to -050, 015-461-001 to -017, and 015-481-001 to -002, 015-482-001) shall receive density credit for the open space originally dedicated as part of the entire *High Meadow I* development approval not to exceed a total of 18 units.
- GMP-1.3 Bed and breakfast uses may be considered in any land use category provided that such use is compatible with existing land uses in the area.
- GMP-1.4 Development proposals shall include compatible open space uses located between other developed areas in order to maintain a rural atmosphere and to protect scenic resources.
- GMP-1.5 Open space, low intensity educational, and recreational uses shall be considered to be appropriate and compatible land uses in environmentally sensitive areas and areas of high visual sensitivity.
- GMP-1.6 Special Treatment Area: Rancho San Carlos - Residential development is permitted on the portions of the Santa Lucia Preserve (formerly Rancho San Carlos) within the Greater Monterey Peninsula Planning Area, and shall follow densities and policies as specified in Board of Supervisor Resolution No. 93-115, "Comprehensive Planned Use" Overlay for Rancho San Carlos and the Comprehensive Development Plan for the Santa Lucia Preserve (See also *Policy CV-1.25*).
- GMP-1.7 Special Treatment Area: White Rock Club - The White Rock Club shall be designated as a "Special Treatment Area." The following specific policies shall regulate uses within the White Rock Club Special Treatment Area. Development shall be subject to the policies of the Rural Grazing land use designation. (APN: 417-041-014-000)
- a. The existing recreational facilities, consisting of 100 cabin sites and one gatehouse, allows the construction and remodeling of the existing 100 cabin sites. No additional cabin sites shall be allowed.
  - b. Conversion of the cabins to permanent residential units shall not be permitted. The purpose of the cabins is transient recreational use; however, no more than eight of the 100 cabin sites may be occupied year round for the maintenance and operations of White Rock Club.

- c. Further expansion of accessory uses at White Rock Club may be granted upon approval of a Use Permit. The Use Permit shall conform to the policies of the Rural Grazing land use designation.

GMP-1.8 Special Treatment Area: San Clemente Rancho - The San Clemente Rancho shall be designated as a “Special Treatment Area.” The following specific policies shall regulate uses within the San Clemente Rancho Special Treatment Area. Development shall be subject to the policies for the Rural Grazing land use designation (APNs: 417-051-009, 417-051-012 to -014, 417-051-016 to -019, 417-051-023 to -024, 417-051-026, 418-81-003, and 418-181-013):

- a. The existing recreational facilities, consisting of 101 cabin sites, 5 permanent residences, tennis courts, swimming pool, and fishing ponds are allowed uses. No additional cabin sites shall be allowed. Cabin sites may be moved only with consent of the decision-making body subject to consistency with the policies of this Plan. The reconstruction, remodeling, or rebuilding of approved cabins, or development of new cabins on approved cabin sites, shall be allowed, with appropriate Planning Department, Building Services Department, and Health Department permits.
- b. Further expansion of accessory uses, not including cabins, is subject to the requirements of the Rural Grazing land use designation.
- c. Conversion of the 101 cabins to permanent residential units shall not be permitted. The use of the cabins shall remain a recreational use, and occupancy shall be limited to no more than 45 consecutive days.
- d. Agricultural uses on the property shall be allowed.

GMP-1.9 Special Treatment Area: Jefferson: Residential development shall be permitted at the maximum equivalent density of 2.5 acres per unit on 40 acres (16 units total) in order to contribute to meeting the affordable housing goals on the peninsula (APN: 175-011-047-000, 175-011-029-000, 414-014-014-000). The following specific policies shall regulate uses within the Jefferson Special Treatment Area:

- a. Development shall meet minimum setback requirements and provide adequate buffers from the Marina landfill.
- b. Development shall meet all requirements of the Marina Airport Comprehensive Land Use Plan (CLUP) and letter from the Airport Land Use Commission (ALUC) to the Board of Supervisors dated December 20, 2006. Proposed development shall be considered by the ALUC prior to approval.
- c. A minimum of 50 percent (50%) of the units developed on this site shall meet Affordable/Workforce Housing criteria.
- d. Future development will address environmental constraints.
- e. Development may occur on the bluffs above the Salinas Valley floor. No new residential development may occur on prime valley farmland.

## 2.0 - Circulation

- GMP-2.1 Improvement of Highway 68 intersections, construction of alternate passing lanes, public transit roadway improvements, and improved bicycle safety measures shall be given priority for funding.
- GMP-2.2 Employers should stagger employee work hours in order to ease peak hour traffic congestion on Highway 68 and in other areas.
- GMP-2.3 Improvements to Laureles Grade should consist of the construction of shoulder widening, spot realignments, passing lanes, and/or paved turn-outs. Heavy vehicles should be discouraged from using this route.
- GMP-2.4 To minimize traffic safety hazards, creation of new direct access points from single-family residences onto Highway 68 or Laureles Grade shall be prohibited, unless there is no other feasible access.
- GMP-2.5 The County shall promote the use of Davis and Reservation Roads as alternate routes between the Monterey Peninsula and Salinas to alleviate traffic on Highway 68.
- GMP-2.6 State Scenic Highway designation should be pursued for Highway 1 north of the Highway 68 junction, and County Scenic Route designations should be pursued for Carmel Valley Road, Robinson Canyon Road, and Reservation Road.
- GMP-2.7 New sites for office employment, services, and local conveniences should incorporate designs and be located to allow use of alternate modes of transportation such as public transit buses, bicycles, and walking. Features to encourage the use of public transit should include a road system sufficient to allow reasonable access by transit buses and should also include provision for bus pullouts, bus stops, pedestrian access, wheelchair access, transit information signs, and passenger shelters.
- GMP-2.8 Development directly beneath runway approaches of the Monterey Peninsula Airport and Marina Municipal Airport shall:
- a. be of low intensity,
  - b. not generate electrical interference to radio communication between pilots and the air traffic control tower,
  - c. not contain sources of glare which would blind or confuse pilots, and
  - d. be required to grant aviation easements to the Monterey Peninsula Airport District or other appropriate entity as a condition of development approval.
- GMP-2.9 Construction and expansion of all highways and major arterials should provide for bike paths. It is desirable that bike paths be physically separate from motorized traffic.

### 3.0 - Conservation/Open Space

- GMP-3.1 The County shall encourage creative public and private efforts to restore the scenic beauty of visually impacted common public viewing areas.
- GMP-3.2 Development on canyon edges and hilltops shall be designed to minimize the visual impact of the development.
- GMP-3.3 The Greater Monterey Peninsula Scenic Highway Corridors and Visual Sensitivity Map (*Figure 14*) shall be used to designate visually "sensitive" and "highly sensitive" areas generally visible from designated Scenic Highways. The following policies shall apply to areas that have one of these designations:
- a. All areas designated as "sensitive" or "highly sensitive" shall be interpreted within the meaning of this policy and are to be protected.
  - b. Landowners will be encouraged to dedicate scenic easements to an appropriate agency or non-profit organization over portions of their land shown as "sensitive" or "highly sensitive" on the Map.
  - c. Areas shown as "highly sensitive" on the Map should be preserved as open space to the maximum extent possible through scenic easements or, if necessary, fee acquisition.
  - d. New development should not be sited on those portions of property that have been mapped as "highly sensitive." Where exceptions are appropriate to maximize the goals, objectives, and policies of this plan, development shall be sited in a manner that minimizes visible effects of proposed structures and roads to the greatest extent possible, and shall utilize landscape screening and other techniques to achieve maximum protection of the visual resource.
  - e. New development to be located in areas mapped as "sensitive" or "highly sensitive" and which would be visible from a designated scenic route shall maintain the visual character of the area. In order to adequately mitigate the visual impacts of development in such areas, the following shall be required:
    1. Development shall be rendered compatible with the visual character of the area using appropriate siting, design, materials, and landscaping;
    2. Development shall maintain no less than a 100-foot setback from the scenic route right-of-way;
    3. The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created;
    4. Tree removal shall be minimized;
    5. Landscape screening and restoration shall consist of locally native plant and tree species consistent with surrounding native vegetation;

6. Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and
7. New development in open grassland areas shall minimize its impact on the uninterrupted viewshed.

Exceptions to the above may be considered if compelling circumstances are demonstrated. In cases where the extent of visibility of development proposed in "highly sensitive" areas is not clear, individual on-site investigations by the Planning Department staff shall be required.

- GMP-3.4 Plant materials shall be used to integrate manmade and natural environments, to screen or soften the visual impact of new development, and to provide diversity in developed areas.
- GMP-3.5 Removal of healthy, native oak, Monterey pine, and redwood trees in the Greater Monterey Peninsula Planning Area shall be discouraged. An ordinance shall be developed to identify required procedures for removal of these trees. Said ordinance shall take into account fuel modification needed for fire prevention in the vicinity of structures and shall include:
- a. Permit requirements.
  - b. Replacement criteria
  - c. Exceptions for emergencies and governmental agencies
- GMP-3.6 A 100-foot setback from all wetlands, as identified by a County-approved biologist, shall be provided and maintained in open space use. No new development shall be allowed in this setback area. No landscape alterations will be allowed in this setback area unless accomplished in conjunction with a restoration and enhancement plan prepared by a County-approved biologist and approved by the California Department of Fish and Game.
- GMP-3.7 The County shall encourage other local agencies to take appropriate measures for the protection of wetlands under their jurisdiction.
- GMP-3.8 Open space areas should include a diversity of habitats with special protection given to ecologically important zones, such as:
- a. areas where one habitat grades into another, or
  - b. areas used by wildlife for access routes to water or feeding grounds.
- GMP-3.9 Critical habitat areas should be preserved as open space. When an entire parcel cannot be developed because of this policy, a low intensity, clustered development may be approved. However, the development should be located on those portions of the land least biologically significant so that the development will not upset the natural function of the surrounding ecosystem.
- GMP-3.10 The County shall work with appropriate state and federal agencies to ensure that oil transport activities near the Monterey County coast include adequate

procedures to protect marine bird and mammal (particularly sea otter) populations and to clean up oil spills.

- GMP-3.11 Riding and hiking trails should be acquired and developed with the intent of creating a coordinated, area-wide trails system. All motorized vehicles shall be prohibited from using these trails. In supporting a coordinated area-wide trails system, the highest priority should be given to establishing the following trails systems:
- a) a permanent riding and hiking trail from Roach Canyon to Jacks Peak Park;
  - b) an easterly ridgeline trail from Jacks Peak Park to Laureles Grade;
  - c) a major trail link which generally traverses in a southeasterly direction from Carmel Valley and forms a trail connection with the Los Padres National Forest trail system; and
  - d) a connection trail from the Jacks Peak Park/Laureles Grade ridgeline trail to the entrance of Laguna Seca Recreation Area to be used as a point of departure to Toro Regional Park along Highway 68.
  - e) Carmel River Parkway Trail within and connecting State Park property at Carmel River State Beach and Carmel Hill (Hatton Canyon) with Palo Corona Regional Park and Jacks Peak County Park and the Lower Carmel River.
- GMP-3.12 The County, through the Parks Department, shall address the following fundamental elements with regard to trail acquisition, development, and use as expeditiously as possible:
- a) design standards,
  - b) trail location,
  - c) construction standards,
  - d) liability questions,
  - e) patrol and enforcement,
  - f) restrictions or limitations on types of use appropriate to specific trails or trail segments,
  - g) maintenance and operation plan, and
  - h) burden of cost.
- GMP-3.13 As development of bike paths and a coordinated, area-wide trails system are essential for circulation, safety, and recreation in the Greater Monterey Peninsula Planning Area, dedication of trail easements may be required as a condition of development approval, notwithstanding *Policy OS-1.10(b)*.
- GMP-3.14 Monterey County will encourage development projects to be served by water from public utilities or mutual water companies. If this is not possible, the County shall consider the cumulative effects of the development's water use on wildlife, fish, and plant communities, and the supply available to existing users.

#### **4.0 - Safety**

- GMP-4.1 Redwood, pine, oak forest, and chaparral habitat on land exceeding 25 percent slope, should remain undisturbed due to potential erosion impacts and loss of visual amenities.
- GMP-4.2 Development in the vicinity of the Monterey Peninsula Airport and the Marina Municipal Airport should be sited, designed, and/or constructed to minimize noise hazards from aircraft and other sources. The County should adopt the Airport Noise Control and Land Use Compatibility (ANCLUC) standards for the areas in the vicinity of the Monterey Peninsula Airport and the Marina Municipal Airport.

#### **5.0 - Public Services**

- GMP-5.1 The County shall work with the Monterey Peninsula Regional Parks District and the Peninsula cities to develop a joint program to increase the amount of useable park and recreation facilities within the Planning Area.
- GMP-5.2 Each development proposal shall be evaluated to determine the extent to which such development may help further the County's park and recreation facility goals, objectives, and policies.

#### **6.0 - Agriculture**

*No supplemental Agricultural policies at this time.*

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Figure 14 - GMP Visual Map to be inserted  
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Figure LU5 -GMP LU Map to be inserted  
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