

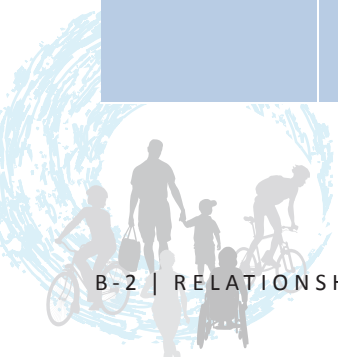


## APPENDIX B

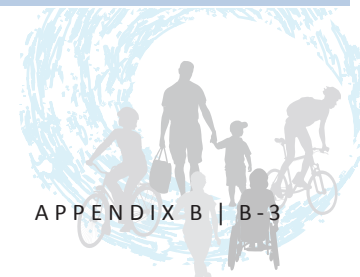
# Master Plan Relationship to Existing Documents Summary

## MBSST Relationship Summary

Name	Date	Prepared For	Prepared By	Approval	Summary	Relationship to MBSSTMP
Administration and Coordination License Agreement Between the Santa Cruz County Regional Transportation Commission and Santa Cruz and Monterey		RTC and Monterey Bay Railway Company	RTC and Monterey Bay Railway Company		The administration and coordination license agreement between the Santa Cruz County Regional Transportation Commission (RTC) and Santa Cruz and Monterey Bay Railway Company (Railway) establishes the respective rights and obligations with respect to the property and the freight easement along the rail corridor. The RTC granted the rail operator the exclusive right and obligation to use, maintain, repair, and operate all of the railroad facilities for freight service purposes, and a non-exclusive licence to use a partial portion of railroad facilities for railway tourist service.	Provides the framework under which the Rail Trail can operate. Ensure proposed alignment is consistent with agreement policies identified in this Plan.
Aptos Village Plan	23-Feb-10	County of Santa Cruz	County of Santa Cruz	23-Feb-10	The Aptos Village Plan provides a planning framework to guide future public and private improvements in the Aptos Village. It addresses development issues related to land use, circulation, design, and improvements in the village area.	Ensure proposed alignment is consistent with policies identified in this Plan.
Arana Gulch Draft Master Plan	Feb, 2006	City of Santa Cruz	City of Santa Cruz Parks and Recreation Department		The City of Santa Cruz acquired Arana Gulch in 1994 as one of the Greenbelt lands, and shortly thereafter opened the property to the public. While popular with hikers strolling along the meadow, bicyclists riding to the Upper Harbor, and visitors of all ages enjoying the scenery and wildlife, recreational use on the property is limited to earthen trails, most of which existed prior to the City's ownership. Only two visitor entrances currently exist and there are no visitor facilities, except trails and associated signage. The intent of the master plan is to establish a vision and goals that will shape the future of Arana Gulch as a unique open space within the City of Santa Cruz. In addition, the Master Plan identifies recreational uses and resource management guidelines to direct future management and enhancement of this natural area.	Ensure proposed alignment links to this area.
Big Basin Redwoods State Park General Plan	May, 2012	California State Parks	California State Parks	May, 2012	The Big Basin Redwoods State Park General Plan is the primary management document for a park within the California State Park system, establishing its purpose and a management direction for the future. By providing a defined purpose and vision with long-term goals and guidelines, it provides the framework for a unit's resource stewardship, interpretation, visitor use, operation, and development. Subsequently, this established framework helps guide daily decision-making and serves as the basis for developing more detailed management and site-specific project plans.	Ensure proposed alignment is consistent with policies identified in this Plan.
California Coastal Act	2013	California Coastal Commission	California Coastal Commission	2013	The Coastal Act includes specific policies that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The policies of the Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the Coastal Commission and by local governments, pursuant to the Coastal Act.	Ensure proposed alignment is consistent with policies identified in this Plan.



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California Coastal National Monument Resource Management Plan	Sept, 2005	California State Office Bureau of Land Management (BLM)	California State Office Bureau of Land Management (BLM)	Sept, 2005	The purpose of the California Coastal National Monument (CCNM) Resources Management Plan (RMP) is to establish guidance, objectives, policies, and management actions for the public lands of the CCNM administered by the U.S. Department of the Interior's Bureau of Land Management (BLM). The RMP attempts to resolve a wide range of natural resource and land use issues within the CCNM area in a comprehensive manner. The document addresses and integrates, where possible, the numerous related management issues of the various current and potential future coastal partners who are	Ensure proposed alignment is consistent with policies identified in this Plan.
Caltrans District 5 State Route 1 Transportation Concept Report	Apr, 2006	Caltrans	Caltrans	Apr, 2006	The Caltrans District 5 State Route 1 Transportation Concept Report (TCR) is the long-term planning document for State Route 1 (Route 1 or SR 1) in District 5 of the California Department of Transportation (Caltrans). The TCR (1) evaluates current and projected conditions along the route; (2) establishes a twenty-year planning vision or concept; and (3) recommends long- and short-term improvements to achieve the concept.	Ensure proposed alignment is consistent with policies and facilities identified in this Plan.
Caltrans Highway Design Manual - Chapter 1000 Bicycle Transportation Design	7-May-12	Caltrans	Caltrans	7-May-12	The needs of non motorized transportation are an essential part of all highway projects. Mobility for all travel modes is recognized as an integral element of the transportation system. Chapter 1000 includes design guidance for Class I bike paths, Class II bike lanes, and Class III bike routes. Design guidance that addresses the mobility needs of bicyclists on all roads is distributed throughout the manual where appropriate.	Ensure proposed alignment is consistent with policies identified in this Plan.
Caltrans State Route 1 & 183 Corridor System Management Plan	Oct, 2011	Caltrans	Caltrans	Oct, 2011	There is a need for a planning approach that coordinates transportation facility operations and service with capital projects to produce a seamless transportation system focusing on highdemand corridors, such as SR 1. The purpose of the CSMP is to create a partnership planning process and resulting guidance document that focuses on system management strategies that coordinate all the individual transportation modes and that includes performance measures to track the effectiveness of the strategies and projects. The goal of the CSMP is to improve mobility along the SR 1 corridor by the integrated management of the transportation network including the selected highway, parallel/connector roadways, transit, bicycle, and travel demand management components of the corridor. Managing the facilities in a multi-modal approach will ensure that the benefits from investments made in the corridor can be sustained over time. The objective of the CSMP is to identify strategies that would improve safety, reduce travel time delay, improve connectivity, and expand mobility options along the corridor in a cost effective manner. Implementation of the CSMP will improve safety on the transportation system and improve connectivity to jobs, housing, and commerce.	Ensure proposed alignment is consistent with policies identified in this Plan.



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City of Capitola Bicycle Transportation Plan	Feb, 2011	City of Capitola	City of Capitola	Adopted Feb 10, 2011	The City of Capitola Bicycle Transportation Plan (BTP) assesses commuter needs, identifies funding sources and directs the future development of bicycle facilities in the City. It also seeks to carry out the Five Es used by the League of American Bicyclists to identify and rank Bicycle Friendly Communities. The five Es are Evaluation, Engineering, Education, Encouragement, and Enforcement. The Capitola Bicycle Transportation Plan sets goals and objectives for the purpose of increasing the safety and convenience of bicycle commuting in the area. The BTP is an update of the 2005 City of Capitola Bicycle Transportation Plan. It includes or expands upon the goals and objectives put forth in 2005 to improve network connectivity, address dangerous or hazardous areas, and increase education and bicycle resources. In addition to remaining consistent with major City planning documents, the 2011 Bicycle Transportation Plan implements the policies and programs of the Circulation Element of the General Plan. The BTP is intended to aid City of Capitola planners and engineers in prioritization bicycle improvement projects with the goal of increasing bicycle commuting, recreation, tourism, and safety.	Ensure proposed alignment is consistent with the facilities identified in this Plan.
City of Capitola Certified Local Coastal Program (LCP)	Updated, Jan, 2005	City of Capitola	City of Capitola	Updated, Jan, 2005	The City of Capitola's Certified Local Coastal Program consists of a Land Use Plan and Implementation Plan. The Land Use Plan is a comprehensive long-term plan for land use and physical development within the City's coastal zone. The plan consists of policies and recommendations for land use designations that are consistent with the provisions of the Coastal Act. The Implementation Plan includes zoning, regulations, and other programs needed to carry out the goals, policies, and land use designations of the Land Use Plan.	Ensure proposed alignment is consistent with policies identified in this Plan.
City of Capitola General Plan Circulation Element	Sept, 1989	City of Capitola	Freitas + Freitas	Sept, 1989	Circulation element contains objectives, policies, and implementation measures.	Ensure consistency with General Plan objectives, policies, and implementation measures.
City of Santa Cruz Bicycle Transportation Plan 2008	Nov, 2008	City of Santa Cruz	City of Santa Cruz Transportation Commission Bicycle / Pedestrian Subcommittee	Adopted November 25, 2008	The emphasis of the 2008 Bicycle Transportation Plan is shifted from that of the 2000 and 2004 plans. Many of the significant projects from those plans have been completed - Bay Street, Beach Street, High Street, Soquel Avenue and major portions of the San Lorenzo River Path. The 2008 plan is focused on creating a detailed network of routes to give bicyclists a greater range of choices. There is potential to develop a multi-purpose trail for bicyclists and pedestrians within the Union Pacific rail ROW. The City of Santa Cruz should establish and maintain access to the rail ROW and potential new transportation facilities when considering new development projects. This 2008 Plan includes a wider variety of bicycle facilities, not just bike lanes and bike paths, but signed bike routes, traffic-calmed bike boulevards, shared pavement markings, or "sharrows", and developed multi-purpose trails. This 2008 Plan supports the grand scale of the regional Monterey Bay Sanctuary Scenic Trail Network as well as the small scale of simple cut-through easements for access and improved railroad crossings.	Ensure alignment includes these facilities.
City of Santa Cruz General Plan 2030 Mobility Chapter	Feb, 2009	City of Santa Cruz			This chapter corresponds to the required circulation element. Its purpose is to set forth policies and ways to ease the ability of people and vehicles to move around, out of, and into the city in the long term, through 2030. This chapter includes goals, policies, and actions that guide city bodies in making decisions related to the city's transportation and road systems and in implementing the actions recommended in this chapter.	Ensure consistency with Goals, Policies, and Actions

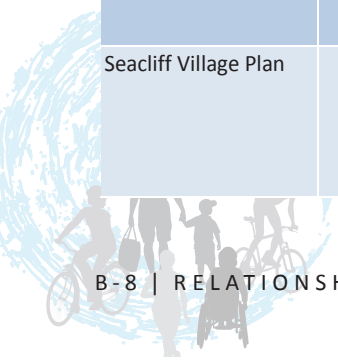
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City of Watsonville 2005 Local Coastal Program (LCP)	Amended Oct, 2000	City of Watsonville	City of Watsonville	Amended Oct, 2000	The Watsonville 2005 LCP contains policies that have been adopted by the City Council and certified by the California Coastal Commission, to ensure carefully planned development, consistent with coastal resource protection, of lands lying within the six (6) areas where the Watsonville City limits overlap the Coastal Zone. The policies have important relationships with the Watsonville General Plan and Zoning Ordinance, the State Coastal Act, and with the plans of individual property owners.	Ensure proposed alignment is consistent with policies identified in this Plan.
City of Watsonville Trails & Bicycle Master Plan	Mar, 2012	City of Watsonville	RBF Consulting	Mar, 2012	The purpose of the Watsonville Trails & Bicycle Master Plan contained within the City of Watsonville Urban Greening Plan, is to develop a framework for building an integrated system of pathways and bikeways that will link residents to the outdoors. The future network will provide residents of Watsonville and the greater region with close-to-home and close-to-work access to bicycle and pedestrian trails that connect to the city's most popular destinations and surrounding natural areas, including the vast network of sloughs that are unique to south Santa Cruz County. The trails and greenways will serve as non-vehicular transportation and recreation needs and help to encourage quality, sustainable economic growth. This plan will also serve as the Bicycle Transportation Plan. The plan complies with the requirements and guidelines articulated in Section 891.2 of the California Streets and Highways Code. By complying with this element of the vehicle code, the plan meets the requirements of the Bicycle Transportation Account (BTA), a Caltrans funding source for bicycle improvements projects.	Ensure proposed alignment is consistent with policies and facilities identified in this Plan.
Coast Dairies Long-Term Resource Protection and Access Plan	26-Jun-03	California State Parks/The Trust for Public Land	Environmental Science Associates	26-Jun-03	The specific purpose of the Coast Dairies Plan is to provide direction and guidance on how best to manage natural and physical resources, visitor use, development and use of lands and facilities, and resource protection of the Property. This Plan will be the basis for the Proposed Action for subsequent National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) Analysis, and is expected to be adopted as a State Park General Plan and as a BLM Resource Management Plan Amendment. Once completed, the Coast Dairies Plan will be used as a template against which future project implementation plans are reviewed to determine whether such projects will protect and enhance the values of the Property.	Ensure proposed alignment is consistent with policies identified in this Plan.
Completing the California Coastal Trail	Jan, 2003	Coastal Conservancy	Coastal Conservancy	Jan, 2003 per SB908	The legislature and the Governor directed the Coastal Conservancy, through SB908 of 2001, to report on a proposed trail that would stretch 1,300 miles along the entire California coast and across dozens of political jurisdictions.	Ensure consistency with Coastal Conservancy policies and map.
Long Range Interpretive Plan for the Monterey Bay Sanctuary Scenic Trail	Draft	SCCRTC	SCCRTC	Draft	This Long Range Interpretive Plan was created for two purposes: 1) to help guide the future alignment of the Monterey Bay Sanctuary Scenic Trail toward resources worthy of appreciation and protection; 2) to give local entities direction for developing interpretive features within their jurisdiction by describing the significance of features along the trail and translating those into a set of compelling stories, or themes. The plan offers a "blueprint" for interpretation that is comprehensive, site appropriate and meaningful throughout the trail corridor.	Ensure proposed alignment is consistent with policies and facilities identified in this Plan.

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Monterey Bay Sanctuary Scenic Trail Master Plan	Jan, 2008	TAMC	Alta Planning & Design		The purpose of the Master Plan is to identify the preferred alignment for the trail and to outline an implementation strategy for the project that extends from the Pajaro River in the north to Lovers Point in the south. Recommendations for preferred alignment include design and cost estimates. This information aids in project prioritization, which is essential to efficient implementation. The development of the Master Plan involved several steps, including an extensive resource inventory phase, public participation phase, alignment options and assessment phase, and preferred alignment and improvement plans. The Master Plan is designed to present both the preferred alignment and the process followed to arrive at recommended alignment.	Proposed alignment should tie-into the identified TAMC route.
Moving Forward Monterey Bay 2035	Under Development	AMBAG	AMBAG	Under Development	Federal regulations require that the Association of Monterey Bay Area Governments (AMBAG) to develop a long range transportation plan for the three-county Monterey Bay metropolitan region that is both financially constrained and falls under the on-road motor vehicle emissions budget included in the Federal Air Quality Maintenance Plan. The AMBAG region is currently in conformity for its vehicle emissions budget. Because new state legislation, SB 375, calls for MPOs to prepare a Sustainable Communities Strategy (SCS) to be used to synchronize and coordinate both the metropolitan transportation planning process and the regional housing needs allocation process, AMBAG is treating this 2010 update of the MTP as a minor update, with a significantly revised MTP expected in 2014. Programs and projects listed in this plan serve the stated goals and objectives, as well as meet the transportation needs and deficiencies. Programs and projects are first Map identifying locations of park and ride lots within SC County.	Refer to Appendix D and E for projects that have been identified for funding.
Park-and-Ride	NA	SCCRTC	Commute Solutions	NA		Bicycle staging opportunity
San Lorenzo Valley Trail Feasibility Study	Apr-06	County of Santa Cruz Department of Public Works	Land People		Improved bicycle and pedestrian routes have been discussed in the San Lorenzo Valley for many years. In the past few years, the San Lorenzo Valley Trail Committee formed and conducted field studies to focus on this objective. In 2001 the Santa Cruz Public Works department and the Rails-To-Trails Conservancy collaborated on an application for a Caltrans Community-Based Transportation Planning Grant. In May 2002 Caltrans approved the grant to conduct a feasibility study of a trail along the San Lorenzo Valley/Highway 9 corridor between Santa Cruz and Boulder Creek (approximately 15 miles), including an assessment of the potential to the use the Big Trees/Roaring Camp Railroad line as part of the trail.	Opportunity for spur connection



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Sanctuary Scenic Trail Standards Manual	Jun, 2005	SCCRTC	Alta Planning & Design	Jun, 2005	The Standards Manual contains the guidelines, specifications and construction documents for the signage and exhibit program along the 11-mile core area of the Sanctuary Scenic Trail in Santa Cruz County. The purpose of the Standards Manual is to assist participating jurisdictions when they create and install trail elements and exhibits along their segment of the Trail. It describes sites, placement, site preparation, sign types, content, and frequency of signs. This “blueprint” has been accepted by officials in each of the jurisdictions along the 11-mile trail segment in Santa Cruz County. It should be referred to when developing signs and exhibits by each of these jurisdictions. Within the broad framework of the guidelines established in this manual, each jurisdiction will have the latitude to determine content, exact siting and contextual details. The Standards Manual establishes guidelines to make each site consistent with the overall trail plan. Each jurisdiction will be responsible for following these guidelines. The Standards Manual outlines this process to make it as easy as possible to implement the overall plan.	Ensure proposed alignment is consistent with policies and facilities identified in this Plan.
Santa Cruz Branch Rail Line Informational Right-of-way maps	Nov, 2005	SCCRTC	SCCRTC	NA	Maps display Union Pacific Railroad Company's Santa Cruz Branch Line ROW as developed by the County of Santa Cruz Geographic Information Systems Department on behalf of the SCCRTC. The complete length of the ROW is divided into 62 maps. These maps are intended to act as a reference for planning purposes only. They provide approximate ROW width and location abutting land use and points of reference for the Santa Cruz Branch Rail Line given available data.	Maps to be utilized in developing proposed bicycle facilities.
Santa Cruz County Bicycle Plan	Mar, 2011	Santa Cruz County	County of Santa Cruz Department of Public Works	Mar, 2011	The purpose of this plan is to consolidate into one document all bicycle-related County plans and projects that are currently identified in the County General Plan, the Santa Cruz County Regional Transportation Plan, and other local documents. Although not a part of the General Plan, the Bicycle Plan is consistent with and implements action statements of the Circulation Element of the General Plan and/or County and regional plans. The Plan is intended to aid County planners and engineers in selecting and implementing bicycle improvements with the goal of increasing bicycle commuting.	Ensure proposed alignment is consistent with the facilities identified in this Plan.
Santa Cruz County Bike Map	NA	SCCRTC	Eureka Cartography	NA	Map identifying bicycle routes, parks, bike shops, hostels, campgrounds, transit centers, schools, colleges, and golf courses	Ensure proposed facilities tie into existing facilities and destinations
Santa Cruz County General Plan 1983 Local Coastal Program	1994	Santa Cruz County	Santa Cruz County Planning Department	12/19/1994	The 1994 General Plan and Local Coastal Program Land Use Plan have been combined into one document. The Local Coastal Program (LCP) consists of land use plans, the 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. The LCP policies of the General Plan reflect the coastal issues and concerns of the County which is required to be consistent with the statewide policies of the Coastal Act. The LCP is legally binding on the County and provides a permanent program for coastal protection.	Ensure consistency with Goals, Objectives, policies, and programs
Santa Cruz County General Plan Circulation Element	May, 1995	Santa Cruz County			The circulation element is intended to be the key policy statement of the County regarding transportation facilities and programs serving the unincorporated areas. It is an integral part of the General Plan and Local Coastal Program Land Use Plans that provides a basis for transportation related decisions and complements the other General Plan and LCP Land Use Plan elements. Specifically, the Circulation Element clarifies transportation issues raised in other General Plan elements and offers guidance towards solutions.	Ensure consistency with Goals, Objectives, policies, and programs

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Santa Cruz County Regional Transportation Plan	Jun, 2010	Santa Cruz County	SCCRTP	Jun, 2010	This 2010 Regional Transportation Plan (called the 2010 RTP) is a minor update of the last version, completed in 2005, and provides guidance for transportation policy and projects through the year 2035. The 2010 RTP is the RTC's comprehensive planning document, which identifies the goals, projects, and programs that will maintain and improve out transportation system over the next twenty-five years. Individual projects listed in the 2010 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state, and federal funds become available.	Review document for identified projects and funding. Include in Plan.
Santa Cruz County Transit Corridors Plan	Under Development	County of Santa Cruz	The Planning Center, DC&E	Under Development	The Transit Corridors Plan for Santa Cruz County is currently under development. Once completed the Plan will integrate the County's land use and transportation policies in a way that protects environmental resources, supports economic growth, and increases access to opportunity for all County residents.	Ensure proposed alignment is consistent with policies identified in this Plan.
Santa Cruz Branch Rail Line Alignment and Bridge Evaluation & Repair/ Rehabilitation or Replacement Recommendation Report	31-Aug-12	SCCRTC	Patterson and Associates	31-Aug-12	The J.L. Patterson & Associates, Inc. (JLP) team under Contract No.RT14019-01 with the Santa Cruz County Regional Transportation Commission (SCCRTC) was to assist the SCCRTC in identifying, reassessing and prioritizing \$6 million in capital improvements. The \$6 million is generally directed towards maintaining and expanding (at a limited level) freight and recreational rail service on the Santa Cruz Branch Rail Line (BranchLine)and includes project cost analysis and budgeting for those investments that are most cost-beneficial for extending the useful life of the rail line. The JLP team reviewed previously prepared inspection, condition, environmental and other related reports and conducted supplemental data collection, field inspections, testing, and analysis as needed to determine the overall scope of required rehabilitation, reconstruction, and other improvements. Once the information was reviewed and analyzed, the JLP team prioritized the most important repairs needed that can be performed within the \$6 million construction budget	Review document for identified projects and funding. Include in Plan.
Santa Cruz Industrial Lead Supplemental Structural Assessment Report	23-Jun-06	SCCRTC	HNTB	NA	The report provides a structural assessment of selected structures on the Santa Cruz Industrial Lead. The Supplemental Structural Assessment Report supplements previously completed structural assessments completed by other consultants in July 2005 and August 2005. The July 2005 Structural Assessment and August 2005 La Selva Trestle Supplemental Reports highlighted specific structures that were in need of additional structural assessment "due to a Poor Condition Rating, advance age of the structure, importance/visibility of the structure, and/or potentially high capital and maintenance costs of the structure". The purpose of the Supplemental Structural Assessment Report is to present findings from HNTB's structural assessment of those specific structures.	Ensure structures are compatible with proposed bicycle facilities
Seacliff Village Plan	10-Jul-03	County of Santa Cruz	County of Santa Cruz	10-Jul-03	The Seacliff Village Plan was prepared by the community and Planning Department staff to establish land use, circulation, and design standards for the Seacliff Village Plan Area. The Seacliff Village Plan provides a more detailed examination of planning issues and recommends more specific solutions than can be provided in a general plan.	Ensure proposed alignment is consistent with policies identified in this Plan.





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The Forest of Nisene Marks State Park General Plan	Jul, 2005	California State Parks	California State Parks	Jul, 2005	The General Plan for The Forest of Nisene Marks State Park provides a vision for the park. Although broad in scope, the plan does identify and analyze park resources in order to provide an assessment of potential environmental impacts as a result of the plan's implementation. In order to do so, the plan recommends the development of a comprehensive trails plan, and a resource management plan that will guide future needs. These guidelines propose improvements for land use compatibility, the nature and location of possible future developments, possible acquisition, and other specific actions.	Ensure proposed alignment is consistent with policies identified in this Plan.
University of California, Santa Cruz 2008 Bicycle Plan	Nov-08	UCSC	UCSC	Nov-08	The purpose of the UCSC 2008 Bicycle Plan is to serve as a guide for improving bicycling conditions and continue to encourage and support bicycling as a sustainable transportation mode on, to and from the UC Santa Cruz campus. As such, this document describes the existing policies and facilities related to bicycling in the campus context, and it includes a list of projects and programs intended to improve bicycling as a viable commute mode in the future. The plan complies with the requirements and guidelines articulated in Section 891.2 of the California Streets and Highways Code. By complying with this element of the vehicle code, the plan meets the requirements of the Bicycle Transportation Account (BTA), a Caltrans funding source for bicycle improvements projects. The plan is not intended to serve as a standards manual for design and construction of bicycle facilities.	Ensure alignment includes a spur to connect to these facilities.
University of California, Santa Cruz Long-Range Development Plan 2005-2020		UCSC	UCSC		Similar to the 1963 founding plan for the campus and subsequent UCSC LRDPs, the 2005 LRDP identifies the need to extend development to the north to meet the academic, research, and housing needs of the campus as it matures. The plan balances development opportunity with conservation of natural resources and open space by clustering new potential development areas and recognizing that additional density can be added to existing developed areas. The LRDP also identifies circulation patterns and improvements.	Ensure proposed alignment is consistent with policies and facilities identified in this Plan.
Watsonville VISTA 2030 General Plan Circulation Element	Oct, 2012	City of Watsonville	Calthorpe, Catalyst, TIP, RBF, Kimley-Horn		Circulation element policies are consistent with Watsonville bicycle plan and county RTP policies.	Use Watsonville bicycle plan, County General Plan, and RTP
Wilder Ranch State Park General Plan	Mar, 1980	California State Parks	California State Parks	Mar, 1980	The Wilder Ranch State Park General Plan recognizes the potential of Wilder Ranch State Park to help meet California's critical recreation demands. At the same time, it provides for the preservation of those natural and cultural resources that are of special significance and for the proper protection of all resources.	Ensure proposed alignment is consistent with policies identified in this Plan.



