

## **INTRODUCTION INTO THE 1982 MLCP REDLINE**

The 1982 Moss Landing Community Plan (referred to as “MLCP” or “Plan”) has been restructured as part of the Moss Landing Community Plan Update process to match the order and organization of the other chapters of the 1982 North County Land Use Plan (NCLUP). The following discussion reflects the Plan as restructured.

The Background section is introduced as the first element of the Plan (Section 5.1). It provides an overall introduction into the community plan and explains how supplemental policies contained in this document work in conjunction with the overarching policies contained in the NCLUP. This section includes a description of the plan area and informs the reader of the uniqueness of Moss Landing as well as the purpose, utility, and need for the supplemental MLCP policies. Staff suggests this theme be carried through each subsection of this chapter as illustrated through the provided redlined MLCP Chapter.

The second element of the Plan is Resource Management (Section 5.2). This section discusses natural and manmade resources unique to Moss Landing as well as hazards that would be experienced in the plan area. Policies relative to MLCP resources and hazards are included in this section. New supplemental policies addressing archaeological resources, water resources, and hazards are introduced as they were not provided in the 1982 MLCP.

The third element of the Plan is Public Service System (Section 5.3). This section discusses Moss Landing’s infrastructure and provides policies relative to transportation, public utilities, wastewater, and water resources. New supplemental policies addressing transportation, public utilities, wastewater, and water resources are introduced as they are not provided in the 1982 MLCP. Narratives in 1982 MLCP Sections 5.2.2 – Circulation and 5.2.3 – Wastewater Treatment have been moved into this element and modified as applicable.

The fourth element of the Plan is Land Use and Development (Section 5.4). This section discusses land use designations found in Moss Landing and provides development policies relative to those designations. Almost half of the supplemental policies in the 1982 MLCP is related to land use. However, they were categorized by physical uses and not by the land use designation. For instance, 1982 MLCP Section 5.3 – Commercial Fishing & Recreational Boating provides supplemental policies that guide future harbor development through a 2-phase improvement program. Commercial fishing and recreational boating uses are not limited to properties designated as Harbor Facilities as they can occur on the Island, which is designated Light Industrial, or in the portion of the North Harbor area designated as Recreation & Visitor Serving. This characterization makes navigating through the 1982 MLCP land use policies difficult, especially when determining which policies would be applicable to a particular property or development proposal. Section 5.5 – Energy Facilities and Industrial Development provides supplemental policies that guide potential development and expansion of existing heavy industrial facilities located east of Highway 1 (referred to as “PG&E” and “Kaiser”). Similar to the previous example, this does not provide guidance for all industrially designated properties such as those found on the Island. Text and policies contained in 1982 MLCP Sections 5.3 and 5.5 have been moved into this element and modified as applicable.

The fifth element of the Plan is Public Access (Section 5.5). This section discusses public access needs and constraints of Moss Landing and provides policies relative to recreation and public access as well as parking facilities. The narrative in 1982 MLCP section 5.2.2.D – Parking Facilities and text and policies in Section 5.4 – Recreation and Public Access have been moved into this element and modified as applicable.

## **HOW TO USE THIS DOCUMENT**

The Planning Commission and general public requested that a redlined version of the 1982 MLCP be provided to gain a better understanding of proposed changes to the plan. Staff's initial attempt in providing a "true redline" version of the 1982 MLCP resulted in a confusing document that did not allow for a feasible "side by side" comparison of what exists and what is proposed.

~~Strikeout~~ and underline is limited to text where highlighting for clarification was considered necessary (e.g., when 1982 policies and narrative text are deleted and not replaced or when 2017 policies and narrative text are inserted where 1982 policies do not exist). This document utilizes "inserted comments" shown in *[italic and bracketed]* to identify where the language originated from (i.e., text from the 1982 MLCP is identified and refers to the section number of that plan) and to provide explanation.

In many cases, the 1982 policy language is similar to the draft 2017 MLCP Update policy language. When that occurs, the 1982 policy is kept intact while the entire 2017 policy is provided beneath in *italic*. Where new policies are introduced, the policy is in *italic and underlined*.

The policy numbers and total amount of policies will be subject to change pending the final organization of the updated MLCP. To avoid confusion, 1982 policy numbers and 2017 MLCP Update draft policy numbers are kept intact. Although this document makes reference to figures, this redline version only contains text.

# 5. MOSS LANDING COMMUNITY PLAN

## 5.1 BACKGROUND

*[Note: Update background section to include discussion on 1982 MLCP, 2009 BOS Committee Recommendation, and current public/community participation in the update.]*

~~The findings, policies and recommendations contained in this chapter are the result of a cooperative land use planning effort between the Monterey County Planning Department, the consulting firm of Jefferson Associates, various public agencies and members of the community. The key products of this effort have been: a technical memorandum on wastewater facilities, three technical background reports, and the Community Plan. The three background reports, completed in August, 1980, include: Harbor Development: Commercial and Recreational Facilities; Visual Resource and Special Communities; Energy and Industrial Expansion Alternatives.~~

~~An integral part of the community planning process was a program of public participation. This included, general public workshops and meetings, North County Citizens Advisory Committee (CAC) meetings, CAC Harbor and Industry Development Sub-Committee meetings, and Technical Advisory Committee meetings on specialized topics. A particularly high degree of public involvement was achieved at several major public meetings held during the planning period. One of these meetings was devoted primarily to a mapping workshop in which attendants were asked to draw their own plans for the community. A total of 10 plans were mapped and no fewer than 275 comments were tabulated. A great number of the ideas and comments articulated at this workshop were used in developing the Community Plan for Moss Landing. *[Delete text of out of date.]*~~

The Moss Landing Community Plan has been prepared to provide a comprehensive planning framework to improve and enhance the community. The findings, policies and recommendations contained in this chapter of the North County Land Use Plan are the result of a cooperative land use planning effort between the Monterey County Resource Management Agency, various public agencies, and members of the community. In January 2009, a Community Plan Update Committee was created to develop a vision for future development in Moss Landing. The Committee found the 1982 plan generally consistent with development in Moss Landing, but recognized that portions of the plan were out of date and other components needed additional work. Recommendations of this Committee were the starting point for this update to the plan. The contents of this plan used the Moss Landing Community Plan adopted in 1982 as the baseline and addressed the current circumstances of the community and environment.

### 5.1.1 Planning Area and Neighborhoods

Moss Landing is located along California's Central Coast in the Monterey Bay Region, approximately 110 miles south of San Francisco and midway between Santa Cruz and Monterey. Figure ML-1 shows the regional location of the Moss Landing Community Plan area. The

1 Planning Area has been divided into seven neighborhoods—North Harbor, Elkhorn, Island,  
2 Dolan, Village, South Harbor, and Heights. Figure ML-2 shows the location of the Moss Landing  
3 neighborhoods.

### 4 5 **5.1.2 Relationship to Other Plans**

6  
7 Significant areas in and around Moss Landing are subject to state and/or federal designations in  
8 recognition of the significant natural resources that exist there. These areas include:

- 9
- 10 • Monterey Bay National Marine Sanctuary,
- 11 • Elkhorn Slough State Marine Conservation Area,
- 12 • Elkhorn Slough State Marine Reserve,
- 13 • Elkhorn Slough Ecological Reserve,
- 14 • Moss Landing State Wildlife Area,
- 15 • Moro Cojo Slough State Marine Reserve, and
- 16 • California State beaches.

17  
18 These designations offer multiple layers of protection beyond those provided by Monterey  
19 County for Elkhorn Slough and other important natural resources in the planning area. Figure  
20 ML-4 shows affected state and federal resources.

## 21 22 **5.2 RESOURCE MANAGEMENT**

### 23 24 **5.2.1 Introduction**

25  
26 Discuss the unique resources found in the Moss Landing Community Plan area and how these  
27 resources are important to the community. The narrative should describe Moss Landing’s  
28 harbor/maritime/and limited industrial character and how that coincides with natural important  
29 resources such as the Elkhorn Slough, Moro Cojo Slough, and Bennet Slough. The narrative  
30 should introduce the historicity of Moss Landing and how that lends to the overall character of  
31 the area. In addition, it should discuss the rich archaeological and tribal cultural resources that  
32 makes Moss Landing rare.

33  
34 Also introduce potable water limitations in North County as well as hazards (flooding, erosion,  
35 climate change) and how these limitations and hazards could affect development in Moss  
36 Landing.

37  
38 At a high level, the narrative should discuss the importance of balancing protection/management  
39 of resources and allowing appropriate development/uses that are properly located and designed.

### 40 41 **5.2.2 Visual Resources and Community Character**

42  
43 *[Text and polices in 1982 MLCP Section 5.6 were moved pages 3-6 and page 7, lines 1-18]*

1 ~~The intent of the Coastal Act is that the scenic and visual qualities of coastal areas should be~~  
2 ~~considered and protected as a resource of public importance with full consideration to private~~  
3 ~~property rights. Communities and neighborhoods that are popular visitor destination points for~~  
4 ~~recreational uses or have highly scenic and historical features shall be protected and enhanced by~~  
5 ~~new development. [Delete. Text in Section 2.2 of NCLUP.]~~  
6

7 Viewed from great distances, Moss Landing is one of the most easily identifiable coastal  
8 communities in California. The 550-foot PG&E stacks serve as a landmark feature that  
9 unmistakably mark the location of the community from any approach.  
10

11 But the special character and unique visual features of the community are derived from more  
12 than its significant industrial activities. Other factors also play a part, including its status as an  
13 historical port and setting for cannery activities; its cultural significance for scientific research;  
14 its striking natural setting and abundance of marine life and shorebirds; and its well-known  
15 collection of antique shops. The recreational opportunities it affords make it a unique destination  
16 point for an increasing number of visitors.  
17

18 In summary, Moss Landing contains a diversity of natural and man-made visual features that  
19 contribute to the community's strong vitality and special character. For the benefit of both  
20 residents and those who come to work and play, care should be taken to preserve and enhance  
21 these important visual resources as the community changes and grows over time.  
22

23 It is particularly important to recognize that the community itself is composed of distinctly  
24 different areas that accommodate the needs of different groups of people pursuing varying  
25 activities. The visual resources of these areas are different. The policies that follow acknowledge  
26 this by giving protection to specific natural and cultural resources as well as setting forth some  
27 broad guidelines to be used by the County, when it considers development proposals in the  
28 different areas of the community.  
29

30 The success of efforts to enhance the visual and scenic qualities of the Moss Landing ultimately  
31 rest on the active participation of the many public and private members of the community and the  
32 support they can provide for the County. An important recommendation, therefore, is that a  
33 design review committee be established to provide local guidance to the County concerning the  
34 visual and aesthetic aspects of future development of Moss Landing.  
35

## 36 **A. Visual Resources and Community Character Policies**

### 37 **5.6.1 Key Policy**

38 1. The County's objective shall be to conserve the unique visual, cultural, and historic  
39 resources of Moss Landing to the greatest extent possible while protecting private property  
40 rights.  
41

42 *2017 ML-5.12 "The County of Monterey shall conserve the unique visual resources of Moss*  
43 *Landing to the greatest extent possible while protecting private property rights."*  
44  
45

1 **5.6.2 General Policies**  
2

3 1. To protect the visual resources of Moss Landing, development should be limited  
4 wherever possible in scenic beach, dune, estuary, and wetland areas consistent with the resource  
5 protection policies of this plan.  
6

7 *2017 ML-5.13 “Visual access from the nearest public road to the shoreline of Elkhorn Slough  
8 and other estuaries shall be maintained and enhanced for the enjoyment of the public in a  
9 manner compatible with other land uses permitted in the plan. Visual access to Moss Landing  
10 Harbor shall be retained as part of improvements to Highway 1 and adjacent properties.”*  
11

12 *2017 ML-5.15 “The County of Monterey shall limit development, wherever possible in scenic  
13 beach, dune, estuary, and wetland areas, consistent with the resource protection policies of this  
14 plan, to protect the visual resources of Moss Landing.”*  
15

16 2. The County should implement land use and zoning designations to protect and enhance  
17 the unique natural and cultural characteristics of the Moss Landing Community.  
18

19 *2017 ML-5.14 “All properties located within the Moss Landing Community Plan planning area  
20 shall be zoned to include the Design Control (“D”) Combining District and thereby required to  
21 undergo design review as part of the development review process so as to avoid blocking or  
22 having a significant adverse impact on significant public views, including by situating lots  
23 and/or buildings to maximize the preservation of the public viewshed. The required design  
24 review shall gauge the acceptability of the project based on adopted design guidelines.”*  
25

26 *2017 ML-5.16 “Monterey County shall adopt procedures and standards for review of the siting,  
27 design, landscaping, and grading for any structures proposed in scenic beaches, dunes, estuaries  
28 and wetlands.”*  
29

30 3. The County should maintain an identification survey and inventory program of historical  
31 sites and should maintain a registry program to protect and preserve historical land mark sites  
32 and districts.  
33

34 *See 2017 ML-5.6 in Section 5.2.3.A*  
35

36 4. As early as possible in the planning stage for a proposed development project, the County  
37 shall identify any historical, architectural, archaeological or cultural resources eligible for  
38 inclusion on historical registers which may be located within the project's potential impact area.  
39 Owners of the properties containing those resources shall be promptly notified. Guidelines for  
40 preservation, restoration or adaptive use of designated historic sites should be developed.  
41

42 *See 2017 ML-5.7 in Section 5.2.3.A*  
43

1 5. The "HR" Zoning District Ordinance should be applied to designated historical sites to  
2 ensure that new onsite development is compatible with existing historical resources and to  
3 maintain the special values and unique character of the historical properties.

4  
5 *See 2017 ML-5.8 in Section 5.2.3.A*

6  
7 **5.6.3 Specific Policies**

8  
9 1. The highest priority should be given to preserving and maintaining all fish handling and  
10 processing facilities on the island. According to both the State Lands Commission Charter for  
11 the Moss Landing Harbor District and the Coastal Act mandate, it is imperative that commercial  
12 fishing activities be protected.

13  
14 *2017 ML-2.3 “The County of Monterey may provide economic development incentives when*  
15 *available to coastal-dependent and related industrial uses that expand within existing industrial*  
16 *sites and/or that reuse by-products such as waste heat, water, exhaust gas, or other resources*  
17 *from adjacent industrial processes.”*

18  
19 *See 2017 ML-2.3 in Section 5.4.10.B*

20  
21 2. Where the preservation of designated historical buildings and landmarks is in jeopardy,  
22 the land and resource should be considered for acquisition by private or public organizations with  
23 the capacity to properly manage and supervise the property.

24  
25 *See ML-5.9 in Section 5.2.3.A*

26  
27 3. Design standards should be developed to address the most essential factors in conserving  
28 the visual, historic, and fishing port character of Moss Landing.

29  
30 *2017 ML-5.14 “All properties located within the Moss Landing Community Plan planning area*  
31 *shall be zoned to include the Design Control (“D”) Combining District and thereby required to*  
32 *undergo design review as part of the development review process so as to avoid blocking or*  
33 *having a significant adverse impact on significant public views, including by situating lots*  
34 *and/or buildings to maximize the preservation of the public viewshed. The required design*  
35 *review shall gauge the acceptability of the project based on adopted design guidelines.”*

36  
37 4. Scenic beaches, dunes, estuaries and wetlands should be zoned with a district that only  
38 allows structures associated with the recreational, educational and aquacultural use of the areas.  
39 Procedures and standards should be designated for review of the siting, design, landscaping, and  
40 grading for any structures proposed in these areas, including the proposed expansion of the  
41 harbor and its associated public and private commercial development.

42  
43 *2017 ML-5.15 “The County of Monterey shall limit development, wherever possible in scenic*  
44 *beach, dune, estuary, and wetland areas, consistent with the resource protection policies of this*  
45 *plan, to protect the visual resources of Moss Landing.”*

1 5. Elkhorn Slough should be officially designated as a State Scenic Waterway, and its visual  
2 character should be preserved.

3  
4 2017 ML-5.13 “Visual access from the nearest public road to the shoreline of Elkhorn Slough  
5 and other estuaries shall be maintained and enhanced for the enjoyment of the public in a  
6 manner compatible with other land uses permitted in the plan. Visual access to Moss Landing  
7 Harbor shall be retained as part of improvements to Highway 1 and adjacent properties.”  
8

9 6. Views of the Moss Landing community, harbor and dunes from Highway 1 should be  
10 protected through regulation of landscaping and siting of new development adjacent to the  
11 highway to minimize the loss of visual access.  
12

13 2017 ML-5.17 “The County of Monterey, in coordination with the Moss Landing Harbor  
14 District, shall protect views of the Moss Landing community, harbor and dunes from State Route  
15 1 through regulation of landscaping and siting of new development adjacent to the highway to  
16 minimize the loss of visual access.”  
17

18 7. A Moss Landing Community Design Review Committee shall be formed to provide  
19 guidance to the County in the consideration of development proposals. In cooperation with the  
20 County, the committee should develop design review criteria and standards to ensure that new  
21 development is visually compatible with natural features, historical resources, and the unique  
22 character of Moss Landing. Design standards should include criteria regulating height, bulk,  
23 siting, structural design, shape, color, texture and materials used in new buildings, and should  
24 also address landscaping requirements. Once developed, these criteria shall be used by both the  
25 Committee and the County in reviewing development proposals.  
26

27 2017 ML-5.18 “The County of Monterey shall form a design review committee to provide  
28 guidance to the County in the consideration of development proposals in the Moss Landing  
29 Community.”  
30

31 ~~The following are suggestions to the Design Review Committee in formulating design~~  
32 ~~criteria for the various areas of the community:~~  
33

34 ~~———— a) ———— Recreational Boating/Visitor Serving ———— Design standards should enhance the~~  
35 ~~recreational boating/visitor serving/restaurant character of the North Harbor area. To maximize~~  
36 ~~views of the harbor, building heights should be single and two story. Structures should be small~~  
37 ~~scale; the use of horizontal natural or painted wood siding should be encouraged; if soil~~  
38 ~~conditions permit, utility lines for new structures should be placed underground; unsightly~~  
39 ~~storage areas should be adequately screened and set back from the roadway; one restricted point~~  
40 ~~of access from Highway 1 should be developed with a frontage road between the Highway and~~  
41 ~~commercial/restaurant facilities in this area; parking areas should be upgraded.~~  
42

43 ~~———— b) ———— The Island ———— Design standards should enhance the commercial fishing and~~  
44 ~~historical cannery character of this area. Building and bulk controls consistent with the low-lying~~  
45 ~~vertical character (1 and 2 stories) and small scale of most of the buildings along the Island~~



1 should be developed. Wall material should be limited to the use of natural wood for building  
2 facades near the cannery buildings. The "HR" Zoning District should be applied to the canneries  
3 where feasible, and other guidelines for preservation, should be applied as long as they do not  
4 conflict with the use of the buildings for commercial fishing purposes. Rehabilitation of existing  
5 structures and new development should include amenities for visitors such as pathways or  
6 boardwalks to the shoreline; removal or screening of unsightly storage areas. An off-street  
7 parking lot should be considered at the end of the Island, and new development proposals should  
8 provide off-street parking.

9  
10 ~~———— c) ——— Moss Landing Road — Design standards should enhance the antique shop and~~  
11 ~~historical building character of the Moss Landing Road area. Height and bulk controls should be~~  
12 ~~consistent with low vertical height (1 and 2 stories) and small scale of existing buildings. Wall~~  
13 ~~material should be limited to wood siding, and design of new buildings should conform to the~~  
14 ~~early American character of existing buildings. Historical preservation status should be applied~~  
15 ~~to the Pacific Coast Steamship Company office. Utility lines should be placed underground~~  
16 ~~where feasible. Opportunities to combine visitor serving commercial and residential~~  
17 ~~development (first floor commercial and second floor residential) should be encouraged.~~  
18 ~~Appropriate setback standards should also be developed. [Delete. This language should be~~  
19 ~~updated and moved to CIP as regulation.]~~

20  
21 2017 ML-5.8 “County shall prioritize Moss Landing as one site for undergrounding of utilities  
22 using Rule 20-A monies.”

23  
24 2017 ML-5.19 “The County of Monterey shall seek funding to install or retrofit street lights that  
25 meet dark sky criteria, provide safe travel, direct lighting such that sensitive resources are not  
26 adversely affected and produce minimum glare.”

27  
28 2017 ML-2.25 “For any new development project where exterior lights are proposed to be  
29 installed along wharfs, piers, docks, approach trestles, or buildings adjacent to or located on  
30 wharfs or piers, exterior lighting shall be limited to fully shielded, low voltage, narrow-  
31 wavelength band lights that protect marine life, and direct light away from aquatic habitat and  
32 the sky.”

### 33 34 **5.2.3 Historical, Archaeological, and Tribal Cultural Resources**

#### 35 36 **A. Historical Resources**

37  
38 Commercial uses in Moss Landing date back to the 19850’s, a few years after coming under  
39 American rule. Historical maps (circa 1854) show the Sandholdt Road Bridge traversing over the  
40 Salinas River, a pier, and several buildings. In 1860, Paul Lezer, the original settler of Moss  
41 Landing, acquired 300 acres of land north of the Salinas River to establish the “City of St. Paul”  
42 and operate a ferry across Elkhorn Slough. According to “Historical Context Statement for  
43 Agricultural Resources in North County Planning Area, Monterey County (PAST Consultants,  
44 September 2010).” Moss Landing was built by a New England captain Charles Moss, who  
45 officially founded the town of Moss Landing in 1865. Captain Moss constructed a wharf and

1 warehouses to serve as the main shipping point for the Salinas Valley’s agricultural goods. The  
2 shipping facility was soon eclipsed by railroad service, which arrived in 1871. Approximately 75  
3 years later, in 1947, Moss Landing Harbor began operations.

4  
5 According to the Monterey County Parks Department, three historical properties are listed on the  
6 Monterey County Register of Historic Resources. These properties are shown in Figure ML-15.

7  
8 **B. Archaeological and Tribal Cultural Resources**

9  
10 Provide background information describing the archaeological and tribal cultural resources  
11 unique to Moss Landing. Explain the importance of protecting and preserving these resources.

12  
13 **A. Historical, Archaeological, and Tribal Cultural Resource Policies**

14  
15 2017 ML-5.5 “The County of Monterey shall conserve the unique cultural, historic, and  
16 archaeological resources of Moss Landing to the greatest extent possible while protecting  
17 private property rights.”

18  
19 2017 ML-5.6 “The County of Monterey shall, as a part of its Housing Element , maintain an  
20 identification survey and inventory program of historical sites and maintain a registry program  
21 to protect and preserve historical landmark sites and districts.”

22  
23 2017 ML-5.7 “The County of Monterey shall identify any historical, architectural,  
24 archaeological or cultural resources eligible for inclusion on historical registers which may be  
25 located within the project’s potential impact area. Owners of the properties containing those  
26 resources shall be promptly notified. Guidelines for preservation, restoration or adaptive use of  
27 designated historic sites should be developed.”

28  
29 2017 ML-5.8 “The County of Monterey shall apply the “HR” Zoning District Ordinance to  
30 designated historical sites to ensure that new onsite development is compatible with existing  
31 historical resources and to maintain the special values and unique character of the historical  
32 properties.”

33  
34 2017 ML-5.9 “The County of Monterey shall work with private and public organizations that  
35 have the capacity to properly manage and supervise historic properties to acquire property  
36 where the preservation of designated historical buildings and landmarks is in jeopardy.”

37  
38 2017 ML-5.10 “For all development projects which involve ground disturbance, an on-site tribal  
39 representative shall monitor all earth-moving activities.”

40  
41 2017 ML-5.11 “All development projects shall be reviewed by the Monterey County Historic  
42 Resources Review Board (HRRB) prior to approval, to ensure consistency with the historical  
43 designation of the Moss Landing Community.”

1 **5.2.4 Environmentally Sensitive Habitat Areas**

2  
3 The Plan Area includes three distinct marine geographic areas: Elkhorn Slough Estuary (tidal  
4 lagoon), Moss Landing Harbor (North and South Harbor), and Monterey Bay. Each of these  
5 areas contains similar and distinct aquatic biological habitats. Distinct aquatic habitats present  
6 within the boundaries of Moss Landing Harbor and Elkhorn Slough include shallow open water,  
7 submerged aquatic vegetation, sand/mud/salt flats, fresh/salt/brackish marshes, rocky subtidal  
8 and intertidal. Distinct habitats present in Monterey Bay include sandy beach, rocky intertidal  
9 and subtidal, and open water areas.

10  
11 The coastal waters of the Plan Area are also located within the Monterey Bay National Marine  
12 Sanctuary (MBNMS), designated as a federally protected area in 1992. The sanctuary was  
13 established for the purpose of research, education, public use, and resource protection.

14 The Central Coast of California experiences a Mediterranean climate with cool, wet winters and  
15 warm, dry summers; the Pacific Ocean has a moderating effect on temperatures, producing a  
16 maritime temperature regime with mild temperatures year-round. Windy conditions are common  
17 around Monterey Bay, and fog occurs during all seasons, but is most prevalent during summer  
18 months. Based on the Watsonville Waterworks weather station data collected from 1948 to  
19 2005, annual average temperatures near the Plan Area range from 45.9 to 67.1 degrees  
20 Fahrenheit. Annual average precipitation totals 22.4 inches; approximately 84 percent of this  
21 total amount occurs from December through March.

22  
23 Moss Landing Harbor serves as the marine gateway to the Elkhorn Slough National Estuarine  
24 Research Reserve, California's second largest marine estuary. This expansive tidal area is an  
25 important habitat for terrestrial and marine species. The coastal estuary is a particularly valuable  
26 resource because California has lost more than 75 percent of its coastal marshes.

27  
28 The California Department of Fish and Wildlife (CDFW), Elkhorn Slough Foundation, and other  
29 agencies and organizations protect natural resources and manage many conservation areas within  
30 the Plan Area. This includes, but is not limited to, Moss Landing State Beach and Moss Landing  
31 Wildlife Area in the northern portion of the Plan Area, and Salinas River State Beach in the  
32 southern portion of the Plan Area.

33  
34 Monterey County has mapped environmentally sensitive habitat area (ESHA) and ESHA buffer  
35 areas in Moss Landing. Figure ML-13 shows these areas, as of 2010. The policies of the North  
36 County Land Use Plan (LUP) require assessment of the surrounding habitat area at the time a  
37 development application is submitted, as the habitat areas may move over time.

38  
39 *[Note: The 1982 and 2017 MLCPs do not provide biological resource policies. NCLUP ESHA*  
40 *Policies 2.3.3.B 1 through 3 are specific to perennial streams, intermittent streams, riparian*  
41 *vegetation, and stream channels. Does the MLCP update need similar policies to provide*  
42 *coverage for sloughs or are Policies 2.3.3.B.4 & 5 adequate?]*

1 **5.2.5 Water Resources**

2  
3 This section should introduce freshwater and seawater resources available to Moss Landing at a  
4 high level. The narrative should explain unique conditions relative to the plan area.

5  
6 **A. Freshwater Resources**

7  
8 This section should introduce potable water service available to the plan area; Pajaro/Sunny  
9 Mesa Community Services District and private wells.

10  
11 **1. Pajaro/Sunny Mesa Community Services District**

12  
13 The section should discuss, in detail, potable water service provided by Pajaro/Sunny Mesa  
14 Community Services District (PSMCSD). The narrative should discuss Moss Landing’s hydro-  
15 geologic setting, PSMCSD’s infrastructure, and service capacity issues.

16  
17 Available water resources for new development provided by PSMCSD and planned capacity  
18 improvements should be discussed.

19  
20 **2. Other Potable Water Sources**

21  
22 This narrative should describe existing development/properties currently served by private wells  
23 and discuss relative issues.

24  
25 **B. Seawater Resources**

26  
27 This section should discuss existing seawater intake facilities and the potential for small and  
28 large scale desalination facilities.

29  
30 **C. Water Resource Policies**

31  
32 2017 ML-4.10 “The County of Monterey shall support strategies, including but not limited to  
33 desalination, increased use of recycled water, and conservation measures, to address historic  
34 groundwater overdraft and seawater intrusion, sustain river and stream habitats, and produce  
35 additional supplies of potable water.”

36  
37 2017 ML-4.11 “The County of Monterey shall encourage existing and new development in Moss  
38 Landing to supplement its supply of fresh water with on-site facilities, including but not limited  
39 to the installation of small-scale desalination facilities, recycled stormwater and wastewater,  
40 additional water conserving fixtures and facilities, rainwater collections systems (for  
41 landscaping) or other fresh water sources, as made feasible by emerging technologies.”

42  
43 2017 ML-4.12 “Prior to approval of any new or expanded seawater pumping facilities for  
44 desalination, the County of Monterey shall ensure that such facilities are designed consistent  
45 with environmental standards identified by the appropriate regulatory agencies.”

1 **5.2.6 Hazards**

2  
3 This section should introduce hazards applicable to the plan area.

4  
5 **A. Flooding**

6  
7 This section should describe fluvial and coastal flooding and identify known portions of the plan  
8 area subject to flooding. Potential impacts to existing and future development as well as existing  
9 and future agricultural activities caused by flooding.

10  
11 *[Note: The 1982 and 2017 MLCPs do not provide flood hazard policies. NCLUP policies in*  
12 *section 2.8.3.B may provide adequate.]*

13  
14 **B. Shoreline Erosion**

15  
16 This section should discuss historical and current shoreline erosion in the plan area followed by  
17 potential future conditions projected from existing data.

18  
19 **C. Climate Change/Sea Level Rise**

20  
21 This section should describe likely impacts to the plan area caused by climate change and sea  
22 level rise. Background information should describe the area's unique situation (e.g. ocean to the  
23 west, sloughs traversing from the east, and elevation of the land) and likely risks determined by  
24 scientific/historic data. It should be explained that although scientific assessments and  
25 methodology continue to change and improve, the risk of impacts is a reality in the planning area.

26  
27 **D. Tsunami Risk**

28  
29 This section should identify causes of tsunamis and the likely impact to the plan area caused by  
30 tsunami. Historical tsunami's should also be discussed (e.g. harbor damage caused by a tsunami  
31 on 3/11/11).

32  
33 **E. Noise**

34  
35 This section should describe existing noise conditions in the plan area and potential impacts to  
36 existing and future development.

37  
38 **F. Hazards Policies**

39  
40 2017 ML-2.14 "The County of Monterey shall, in consultation with the Moss Landing Harbor  
41 District, promote structural bulkheading, not including rip rap, where necessary to prevent  
42 erosion and to maximize use of available shoreline in the Harbor."

43  
44 Potential New Policy: Narrative text contained in Section 5.2.1.A.1 of the 1982 MLCP states:  
45 "Due to the continued erosion of the shoreline of the "Island" a comprehensive shoreline erosion

1 plan for the area should be developed to protect existing and future development. This plan  
2 should be based on engineering studies that address the stabilization of the entire length of the  
3 Moss Landing spit shoreline from the Moss Landing Marine Lab to the South Jetty. It should  
4 involve the cooperation of property owners, the Moss Landing Harbor District, the County, the  
5 State, and other governmental bodies, in the planning, financing, and construction phases.” Staff  
6 suggests this narrative be included as a policy to ensure implementation.

7  
8 2017 ML-5.1 “All development shall be designed or constructed to withstand rising sea levels  
9 based on: 1) the Regional “Projection” sea level rise data contained in the Moss Landing  
10 Community Coastal Climate Change Vulnerability Report (2017; Figure 6); or 2) a site specific  
11 assessment; or 3) updated sea level rise report(s) that define or describe a likely scenario.”

12  
13 2017 ML-5.2 “The County of Monterey shall, in cooperation with the Moss Landing Harbor  
14 District and other affected agencies and property owners, plan the necessary steps to protect  
15 (armoring, dune restoration, beach replenishment, vegetation planting, etc.) against the effects  
16 of sea level rise to maintain the long-term viability of Moss Landing Harbor and associated  
17 coastal-dependent and coastal-related uses as long into the future as is economically feasible.”

18  
19 2017 ML-5.3 “Outside of the Island area, Monterey County shall, in cooperation with Elkhorn  
20 Slough Foundation, Elkhorn Slough National Estuarine Research Reserve, and other affected  
21 agencies and property owners, plan the necessary steps for managed shoreline retreat that  
22 promotes the conservation of beach, dune, slough, and other natural habitats. Such planning  
23 shall also include measures to ensure that expected increases in sediment load from Elkhorn  
24 Slough do not compromise harbor operations.”

25  
26 2017 ML-5.4 “The County of Monterey shall work with the Moss Landing Harbor District and  
27 state and federal agencies to install and maintain a warning system and signing for tsunami  
28 evacuation and education. Such a system should be installed after Coastal Commission  
29 certification of the Moss Landing Community Plan. As feasible, the County of Monterey will  
30 work with property owners to identify publicly accessible safe havens for use in the event of  
31 tsunami.”

32  
33 2017 ML-5.20 “The County of Monterey shall require new residential development, not  
34 including remodels, within 400 feet of the centerline of State Route 1 to prepare an acoustical  
35 report containing, among other things, design recommendations to maintain interior noise levels  
36 at 45 dBA Ldn or less.”

## 37 38 **5.3 PUBLIC SERVICE SYSTEM**

### 39 40 **5.3.1 Introduction**

41  
42 This section should introduce public service system/infrastructure in the plan area:  
43 transportation/circulation, wastewater facilities, and potable water service.

1 **5.3.2 Transportation**

2  
3 *[Text in 1982 Section 5.2.2 were moved into page 13, lines 6-45, page 14, and page 15, lines 1-*  
4 *8.]*

5  
6 ~~The primary transportation emphasis of the Coastal Act is to preserve highway capacity for~~  
7 ~~coastal access and coastal dependent land uses. *[Delete. Text in NCLUP Section 3.1 narrative.]*~~  
8 In this context the plan shows improvements to Highway One and recommends a reduction in the  
9 number access points from the highway to minimize hazardous and congested conditions.  
10 Needed parking facilities and pedestrian access are also ~~proposed~~ discussed. ~~Pedestrian access is~~  
11 ~~discussed in item E. below and in Section 5.4.~~

12  
13 **A. Street and Highway Classifications**

14  
15 **1. Highway One**

16  
17 Highway One should be improved as a four lane divided scenic highway. *[Note: Should this*  
18 *statement be omitted? NCLUP Policy 3.1.2.1 states Highway 1 should be widened to 4-lanes.*  
19 *Coastal Commission staff’s position is that Highway 1 is rural and should remain 2-lanes. The*  
20 *2017 draft MLCP does not mention it in the narrative nor is there a policy support either*  
21 *option.]* Access points to Highway One shall be consolidated and limited to Jetty Road, Dolan  
22 Road, Moss Landing Road and Potrero Road.

23  
24 **B.2. County Roads**

25  
26 The County roads shown on the land use plan map are Jetty Road, Moss Landing, Dolan Road  
27 and Potrero Road. These are shown as two-lane roadways with the access improvements to  
28 Highway One discussed above. In order to minimize the access points to Highway One in the  
29 North Harbor area, a frontage road with a single access point should be developed to serve the  
30 yacht club and present and future commercial uses. *[Is this last statement still accurate? This*  
31 *narrative should expand discussion on County roads mentioned above (i.e. the function of Moss*  
32 *Landing Road and how it is the main street of the community).]*

33  
34 **C. Sandholdt Bridge**

35  
36 ~~As part of the long term expansion plan for the harbor, Sandholdt Road would be extended about~~  
37 ~~1,000 feet south of the Sandholt Bridge on the west side of the Old Salinas River Channel by~~  
38 ~~purchase of private property. The bridge would be removed. A new embankment crossing of the~~  
39 ~~river would be constructed with access provided from Moss Landing Road, and from Sandholdt~~  
40 ~~Road to the north just west of the existing bridge. These are shown as proposed circulation~~  
41 ~~system improvements on Figure 2.~~

42  
43 ~~Should the planned harbor expansion into the Old Salinas River not be implemented, access to~~  
44 ~~the spit will remain dependent upon the existing one lane Sandholdt Bridge, the maintenance of~~  
45 ~~which is becoming an increasingly expensive problem. Replacement of the bridge would be~~

1 ~~even more expensive barring assistance from some federal program or some other outside source.~~  
2 ~~The plan recognizes the economic problems of retaining a bridge at the existing location and~~  
3 ~~further recognizes that such pressures on public funding may eventually force abandonment of~~  
4 ~~the bridge crossing. New access would then need to be provided to the Island, consistent with~~  
5 ~~other LCP policies. [Delete. Sandholdt Bridge has been replaced and there are no plans to~~  
6 ~~expand the harbor south.]~~

### 7 8 **3. Issues and Constraints**

9  
10 This section should discuss issues such as regional traffic impacts to the community. Staff  
11 suggests an explanation of Coastal Commission’s position on keeping the Highway 1 segment in  
12 the plan area to 2-lanes as well as Caltran’s position on improvements they cannot support.

13  
14 The lack of drainage and sidewalks on Moss Landing Road should be discussed.

### 15 16 **4. Planned Improvements**

17  
18 Improvements analyzed in the MLCP EIR should be discussed in this section. Monterey  
19 County’s Moss Landing Road Improvement Project should be discussed.

### 20 21 **EB. Pedestrian Access and Bicycle Facilities**

22  
23 The developed part of Moss Landing is approximately 1.75 square miles in size, and the distance  
24 between the Village Center located along Moss Landing Road and the outer limits of  
25 development is approximately 0.75 miles. This small scale of the central community area should  
26 generally encourages walking and biking., although However, the lack of sidewalks on Moss  
27 Landing Road or Sandholdt Road require caution on the part of pedestrians and drivers. There  
28 has been extensive input from the community concerning pedestrian safety and the lack of  
29 connectivity between the residential area and downtown. The County supports It will be  
30 desirable to requiring installation of sidewalks to be installed on along Moss Landing Road as  
31 part of future development., because as In addition to increasing pedestrian safety, it enhances the  
32 downtown area which this will continue to be the primary focal point of visitor oriented  
33 commercial development. If in the future Sandholdt Bridge is replaced a pedestrian walkway  
34 should be provided separate from the roadway. Access improvements to and along the Shoreline  
35 within the Moss Landing Community Plan area are described in Chapter 6 and are shown on  
36 Figure 6. Figure 3 ML-10 and 4 ML-16 provide additional illustration of existing and proposed  
37 access opportunities for planned facilities.

### 38 39 **1. Planned Improvements**

40  
41 This section should discuss the Monterey Bay Marine Sanctuary Scenic Trail, sidewalks on Moss  
42 Landing Road, and a pedestrian link between Highway 1 and Moss Landing Road.



1 **FC. Public Transit**

2  
3 Public transit stops are shown on the west side of Highway One near Dolan Road, and at the Jetty  
4 Road/Highway One and Potrero Road/Highway One intersections. Public transit is provided in  
5 the North County by Greyhound and Monterey-Salinas Transit, and a new route is planned  
6 between Watsonville and Salinas via Highway One. Commercial, recreational and industrial  
7 facilities are not currently served in Moss Landing. Designation of new stops and improved  
8 scheduling would provide better service to the beaches and to the island.

9  
10 This section should discuss the need for bus stops within the community to avoid safety hazards  
11 due to existing stop locations.

12  
13 **D. Rail Service**

14  
15 This section should describe existing rail service to the plan area and potential improvements.

16  
17 **E. Transportation Policies**

18  
19 2017 ML-3.1 “New or expanded visitor-serving commercial facilities in Moss Landing shall  
20 provide adequate parking, either on or off site, and safe access, including necessary turning  
21 lanes, acceleration lanes, and signing. Wherever possible, access to State Route 1 from  
22 commercial facilities should be consolidated. The creation of new direct driveway access onto  
23 State Route 1 from new or existing commercial uses should be avoided.”

24  
25 2017 ML-3.2 “The County of Monterey shall plan for a balanced, multimodal transportation  
26 network that meets the needs of all users of the streets, roads, and highways for safe and  
27 convenient travel, in a manner that avoid impacts to important natural resources, including  
28 Elkhorn Slough and wildlife”

29  
30 2017 ML-3.3 “The County of Monterey shall require all feasible traffic generation reduction  
31 measures of any new or expanded industrial facility that would generate significant freight and  
32 employee traffic on the segment of State Route 1 between Castroville and Salinas Road.”

33  
34 2017 ML-3.4 “The creation of new direct driveway access onto State Route 1 from either the  
35 Moss Landing Power Plant or the Moss Landing Business Park should be avoided. Limited  
36 exceptions include:

- 37 a. Egress from Moss Landing Power Plant onto State Route 1 for northbound only traffic,  
38 and  
39 b. Emergency egress from either site. Major access for each facility should be maintained  
40 on Dolan Road.  
41 c. Access identified through a comprehensive corridor study as a necessary improvement.”

42  
43 2017 ML-3.5 “The County of Monterey shall work with TAMC to include the set of  
44 improvements identified as a result of the 2017 Corridor Study prepared for the Moss Landing

1 Community Plan in the Regional Transportation Improvement Program and the Regional Traffic  
2 Impact Fee Program.”

3  
4 2017 ML-3.6 “The County of Monterey shall work with TAMC to include improvements to the  
5 State Route 183/State Route 1 intersection in its Regional Transportation Improvement Program  
6 and the Regional Traffic Impact Fee Program.”

7  
8 2017 ML-3.7 “The County of Monterey shall work with Cal-Trans to identify shared access  
9 opportunities for the State Route 1 corridor north of the Elkhorn Slough bridge.”

10  
11 2017 ML-3.8 “The County of Monterey shall develop a plan and funding strategy for the  
12 improvement of Moss Landing Road that includes improved on-street parking and sidewalks,  
13 and adding sidewalks along Sandholdt Road. The corridor may also include the Monterey Bay  
14 National Marine Sanctuary Scenic Trail.”

15  
16 2017 ML-3.10 “The County of Monterey shall require new development on the Island to  
17 incorporate pedestrian connections to the beach into site plans and provide other improvements  
18 such as picnic tables or benches.”

19  
20 2017 ML-3.11 “The County of Monterey shall work with MST to provide improved bus service to  
21 Moss Landing, including the re-routing of MST buses along Moss Landing Road and the  
22 construction of new bus stops along that corridor to provide access to the re-routed buses. The  
23 re-routing of buses should only be instituted after transportation improvements are constructed  
24 that allow safe access to State Route 1 from Moss Landing Road.”

25  
26 2017 ML-3.12 “The County of Monterey shall, in coordination with Union Pacific Railroad,  
27 work to retain the railroad branch line and spurs that serve Moss Landing, along with its  
28 necessary supporting facilities. Improvements to this branch line shall include measures to  
29 insure rail safety through the wetlands, including: replacement of outmoded bridges,  
30 contingency plans for spills, and restoration of wetland within causeways.”

31  
32 2017 ML-3.13 “The County of Monterey shall support and participate in initiatives for regional  
33 transportation planning, improved rail service, expanded transit service, demand reduction, and  
34 providing signing and other travel instructions that implement the Moss Landing Community  
35 Plan to the extent that resources allow.”

### 36 **5.3.3 Wastewater Management**

37  
38  
39 *[Text from 1982 MLCP Section 5.2.3 moved into page 16, lines 41-45 and page 17, lines 1-37.]*

40  
41 The California Coastal Act of 1976 sets criteria for expansion of urban areas and allocations of  
42 the capacities of public works facilities such as wastewater collection and treatment facilities.

43  
44 The Moss Landing County Sanitation District was formed in response to the ban on installation  
45 of additional septic systems ordered by Monterey County and construction of wastewater

1 collection lines and a main transport line from Moss Landing to Castroville are planned. The  
2 wastewater collection project will collect effluent from the residences and commercial  
3 establishments in Moss Landing and transport it to the Castroville wastewater treatment plant or  
4 the proposed regional plant in Marina. Collection service will include the Moss Landing Mobile  
5 Manor and the residential area along Struve Road in addition to the central Moss Landing  
6 Community. The industrial facilities of Kaiser and PG&E are not included in the service area.  
7 These facilities have adequate wastewater treatment and disposal systems. While all domestic  
8 wastewater would be collected in Moss Landing, aquaculture and fish processing industries  
9 would probably continue to discharge their processing wastewater in other manners.

10  
11 This section should be updated and discuss conditions resulting in the 1982 wastewater  
12 allocation, infrastructure changes such as connection to Monterey One Water's regional  
13 wastewater treatment plan, and how those changes increased wastewater capacity.

#### 14 **A. Wastewater Treatment System Capacity**

15  
16  
17 The design capacity of the Moss Landing wastewater collection system is about 105,000 GPD  
18 average daily flow. The current amount of wastewater generated in Moss Landing that would be  
19 collected is estimated to be about 66,500 GPD. This leaves a potential remaining capacity of  
20 38,500 GPD to serve all new uses. However, no capacity is presently available at the Castroville  
21 treatment facility to treat effluent from Moss Landing. A regional system is not yet functioning.  
22 Until the Castroville facility is expanded or the regional system begins operation, the wastewater  
23 collection system will not be able to begin operation. Further, the planned expansion of the  
24 Castroville treatment plant is sufficient to serve existing uses only. Additional treatment capacity  
25 for Moss Landing will not be available until the Castroville plant is expanded beyond proposed  
26 levels, or a regional facility with higher capacity is placed in operation.

27  
28 Finally, the California Coastal Commission, in approving permits for the collection system, set  
29 conditions allocating capacity in the collection line based on the priorities of the Coastal Act.  
30 These priorities for wastewater service are as follows:

- 31  
32 — a) Existing uses within the service area.  
33 — b) Moss Landing State Beach, Salinas River State Beach.  
34 — c) New or expanded coastal dependent industries within the service area.  
35 — d) New or expanded essential public services, basic industries or recreational uses  
36 excluding the Struve Road area, or minimum other uses on vacant parcels in the service area.  
37 — e) All other uses.

38  
39 This section should discuss the current system capacity and the ability to serve potential future  
40 development in the plan area. The need for the Moss Landing Business Park to hook up into the  
41 system and annexation into Monterey One's district should also be discussed.  
42

1 **B. Wastewater Management Policies**

2  
3 2017 ML-4.1 “The County of Monterey shall, in cooperation with Monterey County Local  
4 Agency Formation Commission (LAFCO) and the Castroville Community Services District, work  
5 to expand community services district to include the Moss Landing Business Park. New  
6 development or redevelopment on this site should be required to connect to the sewer as a  
7 condition of project or plan approval.”

8  
9 2017 ML-4.2 “In implementing Policy NCLUP-ML-4.1 above, the County of Monterey shall  
10 require the Moss Landing Business Park to install any sewer conveyance system improvements  
11 that are required to ensure that operations at the Moss Landing Business Park do not  
12 significantly limit the existing or future sewer conveyance system capacity otherwise required to  
13 accommodate development anticipated by the Moss Landing Community Plan outside of the  
14 business park. Such system improvements shall be funded at the sole expense of the Moss  
15 Landing Business Park and installed on or before the time that such business park uses come on  
16 line that could exceed septic system capacity.”

17  
18 2017 ML-4.3 “Under its powers established by Government Code §65401, the County of  
19 Monterey shall coordinate with the Castroville Community Services District to review the  
20 district’s “program of proposed public works” for conformity with the Moss Landing  
21 Community Plan. If non-conformities are found, the County of Monterey shall coordinate with  
22 the district to resolve the non-conformity.”

23  
24 2017 ML-4.4 “The County of Monterey shall continue to collaborate with the Castroville  
25 Community Services District to maintain a plan and funding strategy for the repair,  
26 maintenance, and upgrade of the Moss Landing sewer conveyance system to serve development  
27 anticipated by the Moss Landing Community Plan. The plan, among other things, should  
28 emphasize measures that minimize infiltration from storm water and high tides, including the  
29 potential effects of sea level rise.”

30  
31 2017 ML-4.5 “The County of Monterey shall work with the Castroville Community Services  
32 District to retire the Moss Landing Sewer Allocation Plan in favor of a traditional service system  
33 that ensures equitable service to all Moss Landing rate payers, including undeveloped and under  
34 developed properties, in line with regional sewer conveyance and treatment capacities. The  
35 replacement system could include the metering of sewer flows at individual properties.”

36  
37 2017 ML-4.6 “The County of Monterey will work to ensure that any replacement of the  
38 allocation system includes a process that preserves the rights of each parcel, that has paid into  
39 constructing and maintaining the system, a minimum of 250 gallons per day per vacant parcel or  
40 for any parcel that is not currently utilizing the full 250 gallons per day. In addition, the  
41 replacement system shall also preserve the right of each parcel that utilizes greater than 250  
42 gallons per day to that historic amount of discharge.”

1 **5.3.4 Potable Water Service**

2  
3 This section should discuss potable water service available to the plan area and refer to Section  
4 5.2.4 for more detail and freshwater resource policies.

5  
6 **A. Potable Water Service Policies**

7  
8 2017 ML-4.7 “Recognizing that the Moss Landing Community Plan accommodates public and  
9 commercial recreation uses, visitor-serving uses, coastal-dependent land uses, and essential  
10 public services and basic industries that are vital to the health of the region, the County of  
11 Monterey shall not deny development applications that are consistent with the Plan solely  
12 because of limitations—otherwise in effect—on the use of groundwater set forth in the water  
13 resource policies of Section 2.5.3.A. of the North County Land Use Plan, provided:

14 a. The water purveyor—operating a public system, private system, or private well—is able  
15 and willing to supply potable water that meets all applicable water quality and water quantity  
16 standards to the proposed development; and

17 b. All reasonable and feasible conservation measures are taken to reduce freshwater  
18 consumption in the proposed development.”

19  
20 2017 ML-4.8 “Should the water purveyor find, after it has exhausted all reasonable short- and  
21 long-term efforts to expand the supply of potable water available to the Moss Landing  
22 community, that it is unable to accommodate full build-out of the Moss Landing Community  
23 Plan, as estimated by the “Moss Landing Community Plan Environmental Impact Report,” then  
24 the County of Monterey shall curtail development in Moss Landing to the degree necessary to  
25 ensure that the demand for water does not exceed the water purveyor’s ability to provide potable  
26 water.”

27  
28 2017 ML-4.9 “For the purpose of determining whether a proposed development project has a  
29 source of potable water, the County of Monterey shall not treat new development in Moss  
30 Landing as an intensification of water use when the new development would be sufficiently  
31 served by potable water that was continuously provided to an existing use on the same site that is  
32 scheduled to be discontinued before the new use comes online.”

33  
34 **5.4 LAND USE, CIRCULATION, AND WASTEWATER**  
35 **TREATMENT**

36  
37 *[Text from 1982 MCLP section 5.2.1 moved into this section.]*

38  
39 **5.24.1 Land Use Proposals**

40  
41 The land use plan for the Moss Landing Community shown on Figure 2 illustrates the  
42 arrangement of existing land uses and development as well as future buildout of the community.  
43 at the time when the community will be fully developed. The boundaries between land uses  
44 shown on the recommended plan are intended to be exact in most locations, particularly where

1 land is already developed ~~now~~. In undeveloped or unsubdivided areas, boundaries are  
2 approximate.

### 4 **A5.4.2. Coastal Dependent Industry Industrial**

6 This plan establishes two districts for industrial uses—Waterfront Industry and Coastal Heavy  
7 Industry. The industries located in Moss Landing are generally dependent for their existence  
8 upon a location near the coastline, and as such are considered "coastal dependent". These  
9 industries include commercial fishing, aquaculture, energy facilities and manufacturing activities  
10 and are located on the Island and east of Highway 1. Coastal dependent industries are given  
11 priority by the Coastal Act (CA §30255) over other land uses on or near the coast. The intent of  
12 this plan is that these coastal dependent industrial facilities shall be encouraged to expand within  
13 existing sites, and shall be allowed reasonable growth consistent with the protection of the area's  
14 natural resources. If impacts to sensitive natural habitats cannot be avoided by future expansion  
15 of these facilities, then impacts must be mitigated to the maximum extent feasible. ~~Policies that~~  
16 ~~support this basic objective are contained in Sections 5.5 and 5.7.~~

#### 18 **1A. Light Waterfront Industry**

20 The primary purpose of this designation is to maintain a strong commercial fishing base and  
21 other maritime activities in the Moss Landing neighborhood called “The Island.” Existing  
22 commercial fishing industries include canneries and fish processing companies, boat storage and  
23 repair facilities, marine supply stores, and other related facilities (i.e. fueling stations, private  
24 launching ramps, used boat sales businesses)-located on the Island. Consolidation and up grading  
25 of some of these enterprises is currently planned, and should contribute to improving the  
26 efficiency and site economics of existing facilities. If such improvements are encouraged, Moss  
27 Landing should be able to maintain a reasonably strong commercial fishing base on the Island.  
28 In addition to commercial fishing industries, the Island contains marine research, engineering,  
29 and education facilities as well as a restaurant.

31 The plan also recognizes an existing need for some limited commercial development of uses such  
32 as a fishermen's dormitory, cafe, etc., and flexibility in the plan is envisioned to allow these uses.  
33 Long-term economic uncertainties about commercial fishing make rapid future growth of the  
34 industry seem unlikely. ~~Because of this and because most facility modernization can be~~  
35 ~~accommodated on site, the land designated for Light Industrial use north of the Moss Landing~~  
36 ~~Marine Lab is considered adequate to meet the needs of the commercial fishing industry until the~~  
37 ~~harbor is expanded. At such time, there may be need for additional facilities to support the~~  
38 ~~commercial fishing industry. An area of land between the extension of Sandholdt Road and the~~  
39 ~~channel is shown on the plan map as "Light Industry" to provide for support facilities in the event~~  
40 ~~that the Old Salinas River Channel is ultimately approved as the site for expansion of the harbor.~~  
41 ~~The development of industrial uses in this area shall not take place until the harbor is extended~~  
42 ~~into the Old Salinas River Channel. This extension must be made consistent with the provisions~~  
43 ~~and requirements of section 5.3. [Delete, there are no plans or policies supporting expanding~~  
44 ~~the harbor to the south.]~~

1 Currently, several companies engaged in commercial aquaculture base their operations on the  
2 Island and use the Elkhorn Slough as a propagation area. These companies have located their  
3 buildings, which house offices, laboratories, indoor growing tanks and other processing  
4 equipment, on the Island. The plan encourages these uses by including them among the uses  
5 appropriate in the "~~Light~~ Waterfront Industry" designation applied to the Island.  
6

7 Due to the continued erosion of the shoreline of the "Island" a comprehensive shoreline erosion  
8 plan for the area should be developed to protect existing and future development. This plan  
9 should be based on engineering studies that address the stabilization of the entire length of the  
10 Moss Landing spit shoreline from the Moss Landing Marine Lab to the South Jetty. It should  
11 involve the cooperation of property owners, the Moss Landing Harbor District, the County, the  
12 State, and other governmental bodies, in the planning, financing, and construction phases. *[This*  
13 *paragraph may be more appropriate in section 5.2.6.B – Shoreline Erosion.]*  
14

## 15 **2B. Coastal Heavy Industry**

16  
17 There are two energy-related facilities within the Moss Landing Land Use Plan boundary  
18 designated as heavy industry—the Moss Landing Power Plant and Moss Landing Switch Yard.  
19 These two facilities were formerly one, owned and operated by Pacific Gas and Electric  
20 Company (PG&E). The former facility was divided to facilitate the California state-mandated  
21 deregulation of the energy industry, which required the divestiture of a percentage of the utility  
22 owned power generation. Future use of coal or nuclear fuel energy production is not likely and  
23 not recommended.  
24

25 Moss Landing Power Plant is an energy generation facility that is bounded by Moss Landing  
26 Harbor to the west, Moss Landing Switch Yard to the north, agricultural land to the east and  
27 Dolan Road to the south. The facility consists of four energy generation units with a total  
28 capacity of 2,529 net megawatts. The facility burns natural gas, which is delivered by PG&E via  
29 underground pipelines. Recent approvals on this property allow the establishment of a Battery  
30 Energy Storage System for energy storage as part of the operation. Moss Landing Power Plant  
31 requires sea water, drawn from two intake areas in Moss Landing Harbor, for cooling. The  
32 cooling water is returned to the ocean via a single discharge system that runs under the harbor  
33 and “Island” out into Monterey Bay. [Note: Is this sentence accurate?] The facility no longer  
34 uses a cooling water discharge system that extended north into Elkhorn Slough. The marine  
35 terminal and fuel oil pipeline have been in disuse since the power plant was converted from fuel  
36 oil to natural gas in the 1990s. The primary access for the Moss Landing Power Plant is located  
37 on Dolan Road. Currently, limited access is allowed onto State Route 1 for north bound only  
38 traffic. Emergency services access is allowed for all driveways.  
39

40 Moss Landing Switch Yard is the facility that connects the power plant with the regional and  
41 interstate power distribution system. Similar to the power plant, the switch yard filed an  
42 application to allow establishment of a Battery Energy Storage System for energy storage as part  
43 of the operation. [Note: Will need to update this statement after project outcome.] Moss Landing  
44 Switch Yard is bounded on the south by Moss Landing Power Plant and on all other sides by  
45 agriculturally zoned land. Entry to and exit from the facility is located on Dolan Road.

1 *[Text from 1982 MLCP section 5.2.1.A.2 moved to page 22, lines 1-32.]*  
2

3 ~~An assessment of options for upgrading and expanding the PG&E power plant presented in the~~  
4 ~~Background Report on Energy and Industrial Expansion Alternatives indicated that future plans~~  
5 ~~for modernization of the plant can be accommodated on-site. Future use of coal or nuclear fuel is~~  
6 ~~not likely and not recommended in the plan. Minor modifications of on-site parking facilities and~~  
7 ~~circulation systems is a future possibility. Utilization of an additional transmission line easement~~  
8 ~~is possible in the future, but should be discouraged in favor of using the existing transmission~~  
9 ~~corridor due to undesirable impacts to agricultural operations and to the scenic beauty of the area.~~  
10 ~~Recommended policies for upgrading energy facilities and minor on-site land use and circulation~~  
11 ~~changes consistent with the preservation of adjacent wetlands habitats and sensitive natural~~  
12 ~~resources are presented in Section 5.7.~~

13  
14 The major existing manufacturing industry is the Moss Landing Business Park Kaiser  
15 Refractories, located south of PG&E off Dolan Road and Highway One. Historical  
16 manufacturing on the property was the production of The Moss Landing plants produce magnesia  
17 and refractory brick, using as raw material sea water from the ocean and dolomite from the  
18 Natividad Quarry near Salinas, thirteen miles away. The refractory brick production is a coastal-  
19 related industry while magnesia production is coastal-dependent. Current uses on in the business  
20 park include industrial offices, industrial shops, storage, and commercial cannabis activities.

21  
22 As with the Moss Landing Power Plan and Moss Landing Switch Yard PG&E facility, major  
23 changes in the next twenty years at ~~Kaiser~~ the Moss Landing Business Park can be  
24 accommodated on-site. A primary option available to Kaiser is the replacement of the present  
25 gas and fuel oil as furnace fuels by refinery coke. In addition, increased pressurized filtering of  
26 products before firing would remove further water and decrease the fuel requirement per pound  
27 of finished product. *[Note: Are the options in this sentence still viable?]* ~~On-site circulation~~  
28 ~~system and land use changes are planned, and primary access from Highway One will be closed~~  
29 ~~and shifted to Dolan Road. Major changes in primary access to PG&E and Kaiser shall be~~  
30 ~~approved only upon the condition that comprehensive landscaping programs are completed~~  
31 ~~around the perimeter of all properties fronting on public roads. Policy recommendations for the~~  
32 ~~modernization proposals are presented in Section 5.7. *[Delete. Primary access to the sites is from*~~  
33 ~~*Dolan Road.]*~~

34  
35 *[Text from 1982 MLCP section 5.5 moved to page 22, lines 38-45, page 23, and page 24 line 1.]*  
36

37 ~~Coastal dependent industries are given priority by the Coastal Act over other developments on or~~  
38 ~~near the coastline. PG&E and the Kaiser facilities may expand within their existing sites in~~  
39 ~~accordance with local air pollution control regulations and if consistent with the preservation of~~  
40 ~~natural resources and sensitive wetland habitats. Special protection against the spillage of crude~~  
41 ~~oil, gas, petroleum products, or other hazardous substances related to coastal dependent facilities~~  
42 ~~must also be provided. The only existing energy production facility in the Moss Landing area is~~  
43 ~~the PG&E thermal electric plant located on the south bank of Elkhorn Slough and across~~  
44 ~~Highway One from Moss Landing Harbor. This plant has two cooling water intake structures in~~



1 the east branch of the harbor (outlet of Moro Cojo Slough), with thermal discharges into Elkhorn  
2 Slough north of the plant, and the ocean west of the plant and beyond Moss Landing Island.  
3 There are seven steam turbine units with a total capacity of about 2,113 Megawatts (MWe) at the  
4 PG&E Moss Landing Power Plant. Units 1-5 are fueled by either natural gas, or by fuel oil  
5 which is offloaded from tankers three-fourths of a mile offshore, and employ six boilers for  
6 powering. Units 6 and 7, activated in 1968, have a gross capacity of 1,500 MWe and are  
7 similarly fueled and equipped.

8  
9 Reasonable options for upgrading and modernizing energy production and industrial facilities at  
10 PG&E and Kaiser Refractories, will not involve construction of off-site facilities. Future  
11 changes may include installation of 135 employee parking spaces just north of the main  
12 administration building, and closing the main entrance gate on Highway One and channeling all  
13 traffic to the access gate on Dolan Road. Modernization plans for Kaiser call for relocation of  
14 the main point of access to and from the plant off Highway One to Dolan Road. Administration  
15 buildings and truck shipping/receiving areas will be relocated to this area, and construction of  
16 additional process waste storage ponds is anticipated. If PG&E marine terminal expansion  
17 occurs, some short-term construction-related impacts to Moss Landing State Beach and potential  
18 longer-term impacts from construction of terminal support facilities could occur.

19  
20 Conversion of the PG&E plant to alternative technologies such as coal, nuclear, or biomass fuels  
21 is highly unlikely. However, the California Energy Commission has identified this site as a  
22 potential site for a 500 megawatt coal fire power plant. Use of natural gas and oil will continue  
23 as the main fuel source for the plant. Kaiser has recently requested that gas and fuel oil be  
24 replaced by refinery coke as furnace fuels. This will result in increased particulate sulfur dioxide  
25 and nitrogen oxide emissions.

26  
27 Entrainment and impingement impacts to marine organisms in general are currently generated by  
28 the PG&E power plant cooling system. Based on analysis contained in PG&E's reports to the  
29 Regional Water Quality Control Board, these impacts by the cooling system are considered  
30 insignificant in terms of overall effect on the phytoplankton community in the Moss Landing  
31 vicinity. However, the results of studies currently being prepared for EPA will provide  
32 additional detail and analyses of impingement and entrainment impacts.

33  
34 Increased power generation from the older existing steam turbine units 1-5 at PG&E, through  
35 replacement of boilers with higher efficiency turbine units, for higher temperature and pressure  
36 steam operation, would increase the rate of fuel consumption and therefore of uncontrolled  
37 emissions of sulfur oxides and nitrogen oxides. Although there are no firm plans for  
38 construction of additional units at PG&E, if future gas turbine units were added in a combined  
39 cycle configuration, the resultant higher utilization rates for units 1-5 would be associated with  
40 increased entrainment and impingement of organisms from Moss Landing Harbor and increased  
41 thermal discharge to Elkhorn Slough.

42  
43 If the sale of OCS Leases occurs in the future, the risk of oil spills and their attendant biological  
44 impacts to Monterey Bay will increase, and some growth inducement related to onshore support  
45 facilities and crews may occur in Monterey County. OCS Leases in the Santa Cruz basin will

1 ~~have the potential to create significant adverse air quality impacts.~~— [ Delete. *Narrative is no*  
2 *longer applicable.*]

3  
4 Opportunities to use waste heat for residential heating purposes in Moss Landing are limited.  
5 The two major potential uses are for fish and shellfish processing and for the processing at Kaiser  
6 Refractories. Short-run costs of developing insulated waste heat lines from PG&E to Kaiser or  
7 the fish processing plants may be prohibitive; however, long-term costs of this alternative versus  
8 heat generation from other energy sources should also be considered. [*Note: Is this still viable?*]  
9

### 10 **B5.4.3. Commercial**

11  
12 Two types of commercial land uses are designated on the plan map. These are Recreation and  
13 Visitor-Serving Commercial and ~~General~~ Light Commercial uses. The Coastal Act gives priority  
14 to visitor-serving commercial uses, although this priority is lower than that afforded coastal  
15 dependent industry. In addition to the following discussion, section 4.3.6.E.4 of the plan should  
16 be consulted.  
17

#### 18 **1A. Recreation and Visitor-Serving Commercial**

19  
20 The primary purpose of this designation is to accommodate and allow a broad range of recreation  
21 and visitor serving uses. This term is used to describe businesses that serve primarily visitors  
22 rather than residents. Although an absolute distinction between visitor-serving and neighborhood  
23 type commercial uses is difficult to make, visitor- serving uses would include businesses such as  
24 restaurants, motels, service stations and antique shops. Small-scale desalination facilities that  
25 produce water for on-site use only would also be appropriate in this designation.  
26

27 The plan designates four areas strictly for Recreation Visitor Serving Commercial uses. In the  
28 north harbor, Recreation & Visitor-Serving Commercial uses are shown ~~north~~ from the Elkhorn  
29 Yacht Club ~~and to the southern end of the North Harbor office.~~ [*This description may change*  
30 *depending on the Harbor District's desire to maintain the property north of the Yacht Club as*  
31 *Recreation & Visitor Serving Commercial.*] Appropriate uses for this area could include  
32 restaurants and/or motels, with adequate on-site parking, controlled access from Highway One,  
33 and appropriate design controls to ensure that public views of the north harbor are not obstructed.  
34 ~~The plan permits up to 150 hotel/motel units based on available land and wastewater collection~~  
35 ~~system capacity. These shall generally be provided by several smaller establishments not~~  
36 ~~exceeding 30 units each. The area from what is now known as Skipper's Seafood and the Harbor~~  
37 ~~Inn north to Little Baja is also designated for visitor serving commercial uses, with controlled~~  
38 ~~access from Highway One and a frontage road.~~ [*Delete. 2017 Policy ML-2.2 includes this*  
39 *language.*]  
40

41 In the South Harbor area, the property west of Highway 1 contains restaurants, a coffee shop, and  
42 produce stand ~~three~~ and is designated Recreation & Visitor-Serving Commercial ~~areas are~~  
43 ~~shown.~~ The ~~currently undeveloped area~~ History and Heritage Center, located at the ~~southern end~~  
44 ~~of the antique shops~~ Village Center on the east side of Moss Landing Road, is designated  
45 Recreation & Visitor Serving Commercial and includes retail sales, a cheese factory, motel, and

1 restaurant. The area at the corner of Potrero Road and Moss Landing Road of the Heights  
2 neighborhood, which includes a restaurant, antique shop, liquor store and fishermen's supply  
3 store, and the property fronting on Highway One between Moss Landing Road and Moro Cojo  
4 Slough are is also designated for Recreation & Visitor Serving Commercial use.

5  
6 **2B. General Light Commercial**

7  
8 General Light Commercial uses are shown on the plan map on both sides of Moss Landing Road.  
9 This designation provides the opportunity to combine commercial and residential uses and  
10 accommodate a broad range of light commercial uses. Antique shops, the Moss Landing Post  
11 Office and historical buildings such as the Pacific Coast Steamship Company, lend a special  
12 character to this area and should be preserved and upgraded. Opportunities for providing a  
13 motel, a small neighborhood grocery store, and low-cost rental housing units, and small-scale  
14 desalination facilities that produce water for on-site use only are allowed exist on undeveloped or  
15 underdeveloped parcels in this area. Appropriate design and setback standards should be applied  
16 as a means of providing relief from "strip" development that can be an aesthetic nuisance to the  
17 community. Design standard suggestions are presented in Section 5-6 5.2.2.

18  
19 **5.4.4C. Residential**

20  
21 Very little residential development exists in Moss Landing. Although a significant market exists  
22 for lower priced rental units, available locations without environmental or topographical  
23 constraints are limited. Low density and Medium density housing is the only residential category  
24 in the plan area. are the two residential categories shown on the plan map.

25  
26 **1. Low Density (0.1 to 0.4 units per gross acre)**

27  
28 Low density housing development is shown for the undeveloped areas near the end of Potrero  
29 Road and on the hillside overlooking the Old Salinas River Channel. Such development should  
30 be clustered to maximize preservation of trees and open areas and minimize negative effects of  
31 heavy grading.

32  
33 **2A. Medium Density (1 to 4 units per gross acre)**

34  
35 Medium density housing is shown for the developed residential area on Potrero Road, and for an  
36 area on Moss Landing Road north of the cemetery.

37  
38 **3. High Density (5 to 15 units per gross acre)**

39  
40 No high density residential development is shown on the plan. However, the general commercial  
41 use areas shown on Moss Landing Road provide opportunities to combine commercial uses and  
42 high density residential development.

1 **D5.4.5. Resource Conservation**

2  
3 Protection of sensitive resources, plant communities and animal habitats is emphasized in this  
4 land use designation. ~~This land use is applied to wetlands and dunes and the Old Salinas River~~  
5 ~~under the Wetlands and Coastal Strand category. Only very low intensity uses and supporting~~  
6 ~~facilities compatible with protection of the resource are allowed. Uses would include low-~~  
7 ~~intensity recreation, education and research. In designated wetland areas, aquaculture is~~  
8 ~~permitted.~~

9  
10 **A. Wetlands and Coastal Strand**

11  
12 The primary purpose of this designation is to protect and conserve wetland and coastal strand  
13 resources. Only very low intensity uses and supporting facilities compatible with protection of  
14 the resource, including low-intensity recreation, education and research, are allowed. In specially  
15 designated areas, aquaculture is also appropriate. This designation is used in various parts of the  
16 planning area, including Bennett Slough, Elkhorn Slough, Moro Cojo Slough, and the Old  
17 Salinas River, and in wetland areas immediately east of the heavy industrial uses along Dolan  
18 Road.

19  
20 **E5.4.6. Agriculture**

21  
22 Preservation of agricultural lands is a major priority of the Coastal Act and is ensured in this plan  
23 by designating all lands in agricultural production, or suitable for such use, as "Agricultural  
24 Conservation" and by setting aside considerable other lands for aquacultural use.

25  
26 **1A. Agricultural Conservation**

27  
28 The primary purpose of this designation is to accommodate and allow agricultural uses.  
29 Agriculture, agriculture-related uses, and housing ancillary to the agricultural use sited on the less  
30 agriculturally viable areas of the parcel are appropriate uses in this designation. Agricultural  
31 Conservation areas designated on the map are lands north of Bennett Slough and areas between  
32 Elkhorn Slough and the Moss Landing Power Plant and Moss Landing Switch Yard properties  
33 PG&E property. These areas should be provided maximum protection against development to  
34 maintain consistency with the agricultural policies of Section 2.6.

35  
36 **2B. Aquaculture**

37  
38 Aquaculture, defined in the California Aquaculture Development Act as, "...The culture and  
39 husbandry of aquatic organisms, including but not limited to, fish, shellfish, mollusks,  
40 crustaceans, kelp, and algae" is an agricultural industry that is growing rapidly in many parts of  
41 the world.

42  
43 Aquaculture is shown as an appropriate use for certain areas of Elkhorn Slough. Aquaculture  
44 facilities in these areas are limited to non-structural development such as ponds or basins, piers,  
45 walkways, or minor storage facilities for tools. Aquaculture processing buildings are to be

1 located in Light Industrial areas. Reasonable growth of aquaculture operations with appropriate  
2 mitigation to prevent disturbance of marsh and Clapper Rail habitat is compatible with the basic  
3 Resource Conservation designation of this area.

4  
5 **F5.4.7. Recreation**

6  
7 **1A. Scenic and Natural Resource Recreation**

8  
9 The primary purpose of this designation is to accommodate and allow scenic and natural resource  
10 recreation uses. Low-intensity recreational and educational uses that are compatible with the  
11 natural resources of the area and require a minimum level of development, accommodate basic  
12 user needs, and necessitate minimal alteration of the natural environment are appropriate in this  
13 designation. Uses may include general beach use, surfing, pedestrian trails, hiking, fishing,  
14 picnicking, nature studies and horseback riding. ~~The only Ancillary facilities contemplated in this~~  
15 designation are limited to improved parking, and restrooms, and at Moss Landing and Salinas  
16 River State Beach, and at fish cleaning facilities at Moss Landing State Beach. *[Delete. Salinas*  
17 *River State Beach is outside of the plan area.]*

18  
19 **2B. Outdoor Recreation**

20  
21 The primary purpose of this designation is to accommodate and allow outdoor recreation uses.  
22 Moderate-intensity recreational use with accompanying facilities compatible with the recreational  
23 and natural resources of the site are appropriate. In addition to the uses permitted in the Scenic  
24 and Natural Resource Recreation category, appropriate facilities may include tent and recreation  
25 vehicle campgrounds, improved restrooms, and fish cleaning facilities, interpretive/visitor  
26 centers, viewing platforms, non-motorized boat access, and other low-intensity uses.

27  
28 **5.4.8 Public/Quasi-Public**

29  
30 *[Text from 1982 MLCP section 5.2.1.H moved to page 27, lines 33-43, page 28, and page 29,*  
31 *lines 1-13.]*

32  
33 ~~Three~~ There are four public/quasi-public uses provided in this plan: are shown. These include  
34 Educational/Scientific, Cemetery, Harbor Facilities, and Public Facility designations.

35  
36 **1A. Education/Scientific**

37  
38 The primary purpose of this designation is to accommodate and allow education and scientific  
39 uses. Appropriate uses include: educational facilities, marine laboratories, small-scale  
40 desalination facilities for on-site use only, and ancillary uses. Two facilities given this  
41 designation are the Moss Landing Marine Lab campus and the school district office building on  
42 Moss Landing Road. Future redesign and expansion of Moss Landing Marine Labs shall not be  
43 permitted to encroach upon sensitive dune habitats south of the existing site.

1 **2B. Cemetery**

2  
3 The primary purpose of this designation is to accommodate and allow cemetery uses.  
4 Appropriate uses in this designation include cemeteries and ancillary uses. The Moss Landing  
5 Cemetery is shown on the plan map on the west side of Moss Landing Road.  
6

7 **3C. Harbor Facilities**

8  
9 The primary purpose of this designation is to accommodate and allow harbor uses. In addition to  
10 harbor property owned by the District, the District leases the Moro Cojo Slough portion of the  
11 harbor for boat berths. Appropriate harbor uses include docks, fueling facilities, offices, yacht  
12 clubs, picnic areas, recreational vehicle parks, dredge re-handling areas, potable water systems to  
13 supply docked boats, residential use of docked boats, water systems, marine research, education,  
14 maritime activities, harbor related commercial activities, and ancillary uses. This designation  
15 applies to the harbor area, Harbor District office area, land south of the Sandholdt Bridge, and  
16 land in the North Harbor ~~proposed for harbor support facilities.~~ Public facilities in the North  
17 Harbor ~~would~~ include a boat launching ramp, additional dry storage areas, and restroom facilities  
18 for non-yacht club members. Facilities in the Moss Landing Harbor District office area include  
19 the harbor office, a parking lot, restrooms, storage, showers, laundry facilities, recreational  
20 vehicle park, dock space, staging areas, a harbor maintenance facility, charter service providers,  
21 and eating facilities. Public facilities south of Sandholdt Bridge currently include dry storage,  
22 but this area could include future launching of small non-motorized craft and other harbor uses.  
23 Facilities in the South Harbor adjacent to the new berths would include a parking lot, restrooms  
24 and staging areas. If enough space exists, a harbor maintenance facility would be developed in  
25 this area. Unused lands near the Harbor District office would be used for additional dry storage,  
26 possible overnight parking, and the harbor maintenance facility if space constraints prohibit its  
27 development in the harbor support area south of the bridge. Policies pertaining to harbor support  
28 facilities are contained in Section 5.3.  
29

30 **4. ~~Plan Alternatives for South Harbor Area~~**

31  
32 ~~It should be kept in mind that the future expansion of Moss Landing Harbor into the Old Salinas~~  
33 ~~River Channel discussed in Section 5.3 is an important factor in determining the kinds of land~~  
34 ~~uses that would be appropriate adjacent to the channel. Accordingly, properties on the west bank~~  
35 ~~of the channel have been designated for Light Industrial use to support the harbor, and Harbor~~  
36 ~~District property along the east side of the channel has been designated for parking and~~  
37 ~~restrooms. The replacement of Sandholdt Bridge with a new crossing is also based upon future~~  
38 ~~expansion of the Harbor into the Old Salinas River Channel.~~  
39

40 ~~If ultimately the Old Salinas River Channel is not used for harbor expansion then changes in the~~  
41 ~~proposed circulation system and the land use plan will be needed. The new crossing over Old~~  
42 ~~Salinas River Channel shown on Figure 2, would not be necessary, and would not be constructed.~~  
43 ~~The existing circulation system that provides access to the Island via Sandholdt Bridge would be~~  
44 ~~retained unless Sandholdt Bridge is too expensive to repair or reconstruct. In this case an~~  
45 ~~alternative access route to the Island would need to be developed.~~

1 Land on the west bank of the channel, south of the Marine Lab and designated Light Industrial in  
2 order to support harbor expansion into the channel, would not be appropriate for Light Industrial  
3 use and would need to be changed to other designations. A combination of Resource  
4 Conservation and Scenic and Natural Resource Recreation may be most appropriate uses for the  
5 area and would be consistent with similar properties adjacent to the south. These are also  
6 considered appropriate interim uses for private beach properties until the South Harbor is  
7 expanded south of Sandholdt Bridge.

8  
9 Any change in the Plan, however, concerning either harbor expansion, related land uses, or the  
10 circulation system can only be made through public hearings before the Monterey County  
11 Planning Commission and Board of Supervisors and with approval of the California Coastal  
12 Commission. The community, property owners, and affected agencies will participate in the  
13 process of revising the plan if this becomes necessary. *[Delete section. There are no plans to  
14 expand the harbor to the South.]*

### 15 16 **1. Moss Landing Harbor District Master Plan**

17  
18 *[Note: This proposed section needs improvement. There is no discussion outlining the district's  
19 master plan, it's purpose/objective, and what is necessary for its implementation.]*

20  
21 Moss Landing is perhaps best known as a commercial fishing port and home port for research  
22 vessels operated by the Monterey Bay Aquarium Research Institute and Moss Landing Marine  
23 Laboratories. Moss Landing is also a popular tourist destination, where people come for nature  
24 and whale-watching tours, sport fishing charters, and kayaking access into the Elkhorn Slough.  
25 Moss Landing Harbor began operations in 1947 and is operated by the Moss Landing Harbor  
26 District, which was formed pursuant to the Federal Harbors and Navigation Code and deeded its  
27 lands by the State Lands Commission.

28  
29 The Moss Landing Harbor encompasses approximately 85 acres, not including the submerged  
30 lands of the harbor itself, and maintains 610 boat slips. The Moss Landing Harbor District is the  
31 largest special district in Monterey County and is governed by a five-member board. Designated  
32 as a year-round port of safe refuge, Moss Landing Harbor provides safe, reliable refuge and  
33 marine services to seafarers from around the world.

34  
35 *[Text from 1982 MLCP section 5.3 moved to page 29, lines 38-45, page 30, and page 31, lines 1-*  
36 *32.]*

37  
38 ~~The intent of the Coastal Act with regard to commercial fishing and recreational boating is that~~  
39 ~~increased use of coastal waters for these purposes shall be encouraged. As a coastal dependent~~  
40 ~~industry, commercial fishing facilities are given the highest priority for development on or near~~  
41 ~~the coastline. Similarly, development of land-based facilities to support recreational boating is~~  
42 ~~favored over non-water dependent land uses near the coastline. However, Section 30233 of The~~  
43 ~~Coastal Act is specific concerning conditions under which the development or expansion of~~  
44 ~~harbors can occur when it states: "The diking, filling, or dredging of open coastal waters,~~  
45 ~~wetlands, estuaries, and lakes, shall be permitted . . . where there is no feasible less~~

1 environmentally damaging alternative, and where feasible, mitigation measures have been  
2 provided to minimize adverse environmental effects, and shall be limited to the following: (1)  
3 New or expanded port, energy, and coastal dependent industrial facilities, including commercial  
4 fishing facilities; (2) Maintaining existing, or restoring previously dredged, depths in existing  
5 navigational channels, turning basins, vessel berthing and mooring areas, and boat launching  
6 ramps; (3) In wetland areas only, entrance channels for new or expanded boating facilities; and  
7 in a degraded wetland, identified by the Department of Fish and Game . . . for boating facilities  
8 if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is  
9 restored and maintained as a biologically productive wetland; provided, however, that in no event  
10 shall the size of the wetland area used for such boating facility, including berthing space, turning  
11 basins, necessary navigation channels, and any necessary support service facilities, be greater  
12 than 25 percent of the total wetland area to be restored." Thus, the legislative intent is to allow  
13 reasonable expansion of commercial fishing and recreational boating facilities consistent with  
14 maximum preservation of sensitive natural resource areas and wetland habitats.

15  
16 For the entire Moss Landing harbor, demand for commercial and recreational boat berths and  
17 related facilities far exceeds the available supply in the existing harbor area. ~~Even maximum~~  
18 ~~expansion of the South Harbor would not entirely satisfy this demand.~~ Efforts to make optimal  
19 year round use of available berthing and support facilities particularly in the South Harbor are  
20 constrained by peaks created by the cyclical nature of the fishing industry upon which the  
21 planning process can have little effect.

22  
23 Nonetheless, some of the physical constraints on maximizing the use of existing facilities can be  
24 addressed by land use planning and harbor management measures. In the South Harbor for  
25 example, the ability to intensify boat repair and fish processing activities will be considerably  
26 improved when bulkheading work along the western shoreline of the south harbor is completed.  
27 Similarly, optimal processing of fish catches is limited by the lack of adequate unloading and  
28 work docks and the capacity of some fish handling facilities. When dredging work is completed,  
29 fish processing capabilities of certain docks will increase. The limited supply of dry storage  
30 areas and underutilization of other areas that could be used for dry storage is a further constraint  
31 on efficient use of existing facilities.

32  
33 Another problem constraining efficient use of available resources involves utilization of boat  
34 berthing space and slips by inactive or unseaworthy vessels. This limits potential for future use  
35 of space by vessels on the waiting list for berths in the South Harbor.

36  
37 Other problems in the South Harbor include:

- 38  
39 - Adequacy of boat launching ramps or hoists for sport fishing and recreational boats.  
40 - Adequacy of boat fueling facilities.  
41 - ~~Compatibility of~~Competition between commercial fishing industry support requirements  
42 ~~with the increasing demand for~~ and sport fishing and recreational boating for harbor  
43 berths and facilities.  
44 - Adequacy of parking facilities, traffic conflicts and congestion on "the Island".  
45 ~~— The one lane Sandholdt Bridge limits efficient access to and from the island.~~



1 In addition to these factors, Highway One capacity constraints and hazardous traffic conditions,  
2 as well as limited future sewer capacity, will have an effect on the degree to which commercial  
3 fishing support facilities and industries in the South Harbor can expand. It is expected that  
4 upgrading of existing uses can be accommodated by the proposed sewer pipeline facilities for  
5 Moss Landing. The proposed sewer facilities may not be able to support development of a new  
6 fish processing company or some other intensive water user. Private financing for sewer  
7 expansion may be possible.  
8

9 The most significant opportunity for increasing the number of commercial boat berths is the  
10 eventual expansion of the South Harbor. The Moss Landing Harbor District, with assistance  
11 from the U.S. Army Corps of Engineers has studied a variety of alternatives for harbor expansion  
12 and has concluded the only financially feasible option is to extend the existing South Harbor  
13 approximately 1000 feet south of the Sandholdt Bridge in the Old Salinas River Channel. This  
14 will require removal of Sandholdt Bridge and the construction of a new crossing over the channel  
15 at the south end of the extended harbor, as shown on Figure 2. Extensive dredging will also be  
16 required in the wetlands of the Old Salinas River Channel. Before this work can be undertaken,  
17 the Coastal Act requires that the State Department of Fish and Game make the finding that the  
18 area is a degraded wetland. Considerable wetland restoration will be required to serve as  
19 mitigation for the use of the Old Salinas River Channel. The resolution of the environmental  
20 issues involved and successful expansion of the harbor will necessitate a cooperative effort by  
21 the Moss Landing Harbor District, the Department of Fish and Game, the U.S. Fish and Wildlife  
22 Service, the Corps of Engineers, and the California Coastal Commission. *[Delete. No harbor  
23 expansion to the south.]*  
24

25 Constraints in the North Harbor include a lack of restroom facilities for non yacht club members;  
26 lack of a boat ramp and/or hoist for use by recreational boaters without berths; limited dry  
27 storage and parking areas; and uses of property for purposes that may conflict with recreational  
28 and visitor serving uses dependent on locations adjacent to the harbor. Bank erosion adjacent to  
29 the North Harbormaster Office, which has prevented maximum utilization of this area for harbor-  
30 related purposes. Expansion is limited ultimately by basin dimensions. However, when  
31 retaining walls are developed and dredging is completed along the shoreline, additional slips or  
32 other harbor support uses may be possible.  
33

#### 34 **D. Public Facility**

35

36 The primary purpose of this designation is to accommodate a range of public uses including:  
37 sewer and water pump stations and administrative, management, and maintenance facilities. One  
38 small parcel located on Moss Landing Road has been given this designation.  
39

#### 40 **G5.4.9. Special Treatment Area Overlay**

41

42 The "Special Treatment" designation is intended to facilitate a comprehensive planned approach  
43 towards developing specifically designated properties intended for intense levels of development  
44 or that require special consideration due to their proximity to unique or valuable resources.

1 Particular attention is to be given towards siting and planning development to be compatible with  
2 existing resources and adjacent land uses.

3  
4 **A. The Island Special Treatment Area**

5  
6 The Island Special Treatment Area is located on the westernmost spit of land that extends south  
7 from the mouth of Moss Landing Harbor to approximately the Sandholdt Bridge. The intent of  
8 this Special Treatment Area is to accommodate growth in marine research, engineering, and  
9 education, in a manner that compliments, maintains, and strengthens Moss Landing’s traditional  
10 harbor activities, commercial fishing base, and maritime industries.

11  
12 This overlay designation is used in combination with the “Waterfront Industry” designation, and  
13 for a full description of allowed uses one should refer to Section 2.4.3.2 above. Uses allowed in  
14 the “Waterfront Industry” designation are subject to the following caveats:

- 15  
16 • Aquaculture-related uses are encouraged that emphasize the development of aquaculture  
17 concepts that can be exported to less physically constrained locations.
- 18 • A full-service restaurant is allowed on the Island, but this use is limited to one  
19 establishment to ensure that such uses do not compete with harbor support services.  
20 Other small-scale commercial establishments (e.g. fishing and boating supplies and  
21 coffee huts) that support the commercial fishing industry are also allowed.
- 22 • New residential uses will not be allowed. Existing residential uses are allowed to  
23 continue.
- 24 • Shared parking arrangements and parking reductions may be allowed to provide site  
25 design flexibility, provided the feasibility of, and justification for, such arrangements are  
26 demonstrated in a technical report prepared by a qualified transportation planner or  
27 engineer, and provided such arrangements do not negatively affect public access.

28  
29 *[Note: This is narrative above is from the 2017 MLCP. Since narrative text only explains intent,*  
30 *staff suggests this be made policies to allow implementation.]*

31  
32 **B. North Potrero Special Treatment Area**

33  
34 The North Potrero Special Treatment Area is located ~~property~~ on the north side of Potrero Road  
35 bordering the east bank of the Old Salinas River. ~~This overlay designation is designated for~~ used  
36 in combination with the Outdoor Recreation designation ~~Special Treatment~~. The primary land  
37 use for this property is ~~Outdoor Recreation with an emphasis on a recreation vehicle park~~. A  
38 secondary, alternative use for this property is ~~medium density housing~~. Special consideration is  
39 appropriate in this location to facilitate the development of a habitat mitigation site that may be  
40 used by the Moss Landing Harbor District (the owner of the site) to mitigate for the possible loss  
41 of habitat that may accompany new development in the North Harbor Neighborhood. An open  
42 space buffer strip not to exceed 20' in width shall be established on the property along the north  
43 side of Potrero Road to protect adjacent agricultural operations. When combined with the  
44 County road right-of-way and the agricultural service road this will result in a total buffer width  
45 of 110'. *[Note: Is this sentence still applicable?]*

1 The "Special Treatment" designation is also used to indicate the area of the Old Salinas River  
2 Channel proposed for development for harbor purposes and adjacent land proposed for Light  
3 Industrial uses and Harbor Facilities. This "Special Treatment" area is one of four locations that  
4 will be considered as a potential site for harbor expansion. Prior to any development of the  
5 harbor in the Old Salinas River Channel certain interim uses may be permitted as described in  
6 H.4. below. *[Delete. No harbor expansion to the south.]*

### 7 8 **C. Moss Landing Business Park Special Treatment Area**

9  
10 The Moss Landing Business Park Special Treatment Area is located east of State Route 1 and  
11 south of Dolan Road. This Special Treatment Area designation is intended to provide a  
12 comprehensive approach to redeveloping this old industrial site with a mix of new coastal-  
13 dependent and coastal-related industrial and commercial uses. Development of the site requires  
14 the approval of a comprehensive General Development Plan that describes proposed circulation  
15 improvements and their location, categories of proposed land uses and their location, and an  
16 estimate of potential development intensity for each proposed use. The General Development  
17 Plan should also address the coastal dependent/related nature of proposed uses (including the use  
18 of seawater in industrial operations), potential land use conflicts between different categories of  
19 use, and the protection of unique natural resources on and around the site. Development of  
20 industrial operations that can reuse waste heat or other effluent streams from the Moss Landing  
21 Power Plant, or that utilize coastal resources, as part of their processes is encouraged; however,  
22 the County recognizes that such a large site needs more flexibility to be economically viable  
23 through changing economic cycles. Policies that address the Moss Landing Business Park are  
24 included below. *[Same comment as above, staff suggests narrative text intended to provide*  
25 *guidance or reach a desired outcome should be made into policy.]*

26  
27 The Moss Landing Business Park has existing infrastructure including a sea water intake facility,  
28 located on the Harbor District property, and a sea water return via a single discharge system that  
29 runs under the harbor, with an easement from the Harbor District, and through the "Island" out  
30 into Monterey Bay. Vehicular entry to and exit from the facility is currently located on Dolan  
31 Road. Policy that addresses the sea water intake facility at the Moss Landing Business Park is  
32 included in Chapter 4.

### 33 34 **5.4.10 Land Use Policies**

35  
36 Provide a short introduction on land use policies.

37  
38 2017 ML-2.1 "Infrastructure improvements necessary to accommodate new development shall  
39 not burden the exiting community and shall be funded by those development(s) at the time of  
40 construction."

### 41 42 **A. Industrial Land Use Policies**

43  
44 *[The 1982 MLCP section 5.5 polices are moved to page 34-37 and page 38 lines 1-29.]*

1 **5.5.1 Key Policy**  
2

3 Existing coastal dependent industries in Moss Landing have local, regional, statewide and, in  
4 some cases, national significance. Accordingly, the county shall encourage maximum use and  
5 efficiency of these facilities, and to allow for their reasonable long-term growth consistent with  
6 maintaining the environmental quality and character of the Moss Landing Community and its  
7 natural resources.  
8

9 2017 ML-2.3 “*The County of Monterey may provide economic development incentives when*  
10 *available to coastal-dependent and related industrial uses that expand within existing industrial*  
11 *sites and/or that reuse by-products such as waste heat, water, exhaust gas, or other resources*  
12 *from adjacent industrial processes.*”  
13

14 2017 ML-2.4 “*The County of Monterey shall encourage the efficient use of existing industrial*  
15 *areas by permitting new or expanded coastal-dependent industrial facilities, consistent with*  
16 *Coastal Act §30260 and provided:*  
17

- 18 a. *Alternative locations are infeasible or more environmentally damaging;*
- 19 b. *To do otherwise would adversely affect the public welfare; and*
- 20 c. *Adverse environmental effects are mitigated to the maximum extent feasible.”*  
21

22 **5.5.2 General Policies**  
23

24 1. Coastal dependent industrial facilities should be encouraged to expand within existing  
25 sites before off-site expansion is considered. Commercial fishing activities and aquaculture shall  
26 have priority over other types of coastal dependent industrial uses in Industrial areas. [Note:  
27 Consider moving this sentence into a standalone policy.] The Kaiser industrial facility at Moss  
28 Landing should be permitted to expand within the existing site subject to conforming to all other  
29 requirements of this plan, and other State and Federal regulations.  
30

31 ? 2017 ML-2.4 “*The County of Monterey shall encourage the efficient use of existing industrial*  
32 *areas by permitting new or expanded coastal-dependent industrial facilities, consistent with*  
33 *Coastal Act §30260 and provided:*

- 34 a. *Alternative locations are infeasible or more environmentally damaging;*
- 35 b. *To do otherwise would adversely affect the public welfare; and*
- 36 c. *Adverse environmental effects are mitigated to the maximum extent feasible”*  
37

38 2. Future expansion, improvement or other development including fuels conversions at  
39 P.G.&E. or Kaiser Refractories, and any other heavy industry in the area shall be considered in  
40 accordance with master plans for these facilities. This master plan requirement shall not apply to  
41 emergency or administratively approved developments under section 30624 of the Coastal Act.  
42 The master plans shall be developed by the respective industries and submitted to Monterey  
43 County for review and approval prior to approval by the County of any required permits for these  
44 industries. The master plans shall address the long range development and operation of the  
45 facilities including physical expansion and new construction, major operational changes, changes

1 in fuels or fuel delivery systems, circulation or transportation improvements, electrical power  
2 transmission, alternative development opportunities, environmental considerations, potential  
3 mitigation of adverse environmental impacts and conformance to all other policies of the North  
4 County LCP and other State and Federal regulations. Subsequent to approval of these master  
5 plans, permit requests not in conformity with the master plans shall be considered only upon  
6 completion and approval of necessary amendments to the master plan.

7  
8 This general policy shall not be construed to require disclosure in the master plans of  
9 trade secrets, proprietary or confidential information, but only location of buildings and other  
10 land use matters necessary for planning purposes.

11  
12 *2017 ML-2.5 “The County of Monterey shall require the submittal and approval of a General  
13 Development Plan prior to considering future expansion, improvement, or other development of  
14 heavy industrial facilities within the Moss Landing Community Plan. This policy shall not be  
15 construed to require disclosure in the General Development Plans of trade secrets, proprietary  
16 or confidential information, but only location of buildings and other land use matters necessary  
17 for planning purposes.”*

18  
19 3. The least environmentally damaging alternative should be selected for on-site  
20 modernization and upgrading of existing facilities. When selection of the least environmentally  
21 damaging alternative is not possible for technical reasons, adverse environmental effects of the  
22 preferred alternative shall be mitigated to the maximum extent.

23  
24 *2017 ML-2.4 “ The County of Monterey shall encourage the efficient use of existing industrial  
25 areas by permitting new or expanded coastal-dependent industrial facilities, consistent with  
26 Coastal Act §30260 and provided:*

- 27 *a. Alternative locations are infeasible or more environmentally damaging;*  
28 *b. To do otherwise would adversely affect the public welfare; and*  
29 *c. Adverse environmental effects are mitigated to the maximum extent feasible”*

30  
31 4. Modernization and expansion of industrial facilities shall be compatible with existing  
32 community land use patterns and circulation system capacities, planning objectives, and local air  
33 quality regulations in effect at the time of the granting of such approval for said expansion by the  
34 appropriate agencies.

35  
36 *2017 ML-2.4 “ The County of Monterey shall encourage the efficient use of existing industrial  
37 areas by permitting new or expanded coastal-dependent industrial facilities, consistent with  
38 Coastal Act §30260 and provided:*

- 39 *a. Alternative locations are infeasible or more environmentally damaging;*  
40 *b. To do otherwise would adversely affect the public welfare; and*  
41 *c. Adverse environmental effects are mitigated to the maximum extent feasible”*

42  
43 5. Potentially hazardous industrial development shall not be located adjacent to developed  
44 areas.

1 2017 ML-2.4 “ *The County of Monterey shall encourage the efficient use of existing industrial*  
2 *areas by permitting new or expanded coastal-dependent industrial facilities, consistent with*  
3 *Coastal Act §30260 and provided:*

- 4 a. *Alternative locations are infeasible or more environmentally damaging;*
- 5 b. *To do otherwise would adversely affect the public welfare; and*
- 6 c. *Adverse environmental effects are mitigated to the maximum extent feasible”*

7  
8 ~~6. Any nuclear plants shall avoid disruption of environmentally sensitive habitats and shall~~  
9 ~~avoid seismic hazard areas. Conversion of heavy industries to coal technologies should be highly~~  
10 ~~discouraged. Use of coal as a fuel should be considered only if other cleaner fuels become~~  
11 ~~unavailable, and there are no resultant adverse impacts on agriculture and fishing. Should this~~  
12 ~~occur, the most effective air pollution control technology available shall be utilized to ensure~~  
13 ~~minimum sulfur dioxide. [ Delete. No use of nuclear/coal included in update. Policy not~~  
14 ~~needed.]~~

15  
16 7. To reduce traffic hazards, Highway One access for PG&E and Kaiser should be  
17 eliminated except in emergency. Major access for each facility should be developed on Dolan  
18 Road. This may require improvements to Dolan Road and Highway One.

19  
20 2017 ML-2.6 “*The County of Monterey shall limit development west of State Route 1 and east*  
21 *of the Moss Landing Harbor to improvements or modifications that are compatible with the*  
22 *road right-of-way and visual character of the community.” [Note: This policy may have*  
23 *potential conflict with NCLUP ESHA 2.3.B.4.]*

24  
25 *See 2017 ML-2.9 in Section 5.4.10.C.1*

26  
27 *See 2017 ML-3.4 in Section 5.3.2.E*

28  
29 ~~8. The responsible government agencies shall periodically examine the effectiveness of~~  
30 ~~PG&E's oil spill contingency clean up plans for both on shore and off shore areas. One condition~~  
31 ~~of possible future expansion of offshore tanker terminal mooring facilities should be the~~  
32 ~~demonstrated effectiveness of oil spill contingency plans to minimize the environmental effects~~  
33 ~~of oil spills to the maximum extent feasible. Maximum protection of Elkhorn Slough must be~~  
34 ~~provided. [Delete. PG&E no longer uses oil for energy production. Policy not needed.]~~

35  
36 9. The development of mariculture using existing warm water discharge should be  
37 encouraged.

38  
39 2017 ML-2.3 “*The County of Monterey may provide economic development incentives when*  
40 *available to coastal-dependent and related industrial uses that expand within existing industrial*  
41 *sites and/or that reuse by-products such as waste heat, water, exhaust gas, or other resources*  
42 *from adjacent industrial processes.”*

43  
44 ~~10. All new heavy industry shall be coastal dependent. [Delete. Special Treatment allows for~~  
45 ~~coastal related uses. Policy no longer applicable.]~~

1 11. Due to sensitive agricultural, fishing, recreational and environmental resources in the  
2 proximity of Moss Landing, additional development of polluting heavy industry shall not be  
3 permitted unless all adverse effects on these resources are fully mitigated.

4  
5 2017 ML-2.4 “The County of Monterey shall encourage the efficient use of existing industrial  
6 areas by permitting new or expanded coastal-dependent industrial facilities, consistent with  
7 Coastal Act §30260 and provided:

- 8 a. Alternative locations are infeasible or more environmentally damaging;  
9 b. To do otherwise would adversely affect the public welfare; and  
10 c. Adverse environmental effects are mitigated to the maximum extent feasible.”

### 11 12 **5.5.3 Specific Policies**

13  
14 ~~1. Due to sensitive agricultural and environmental resources in proximity of the PG&E and  
15 Kaiser plants which could be damaged by coal conversion, the plant should continue operation  
16 with the use of natural gas and oil fuels. [Delete. PG&E no longer uses coal for energy  
17 production. Policy not needed.]~~

18  
19 2. Methods should continue to be studied for improving efficiency and air emission controls  
20 at the PG&E and Kaiser plants by both the County and MBUAPCD.

21  
22 *There are no air quality policies in the 2017 MLCP.*

23  
24 3. In the event of future upgrading or modification of P G & E generating units 1-5,  
25 consideration should be given to continuing the cooling water discharge outfall for these units  
26 into the slough at their historical discharge rate. If the discharge rate is to be increased,  
27 environmental studies should be undertaken to determine the effect.

28  
29 2017 ML-2.8 “The County of Monterey shall not permit construction of new cooling water  
30 discharge outfalls in Elkhorn Slough. If the existing discharge rate is to be increased,  
31 environmental studies should be undertaken to determine the effect.”

32  
33 ~~4. Additional Kaiser process storage ponds shall be limited to the area shown on Figure 5  
34 and designed and located to avoid any adverse effects to wetland areas and agriculture. All  
35 feasible alternatives shall be examined to prevent loss of wetlands. [Delete. A Special Treatment  
36 overlay is proposed for this parcel.]~~

37  
38 ~~5. In the event that conversion of the PG&E power plant to a coal burning facility is  
39 necessary, effective mitigation measures to minimize adverse effects to air quality, public safety,  
40 agriculture, and aquaculture shall be required. A safe disposal site for coal ash and collected air  
41 pollutants shall be located away from inhabited areas and sensitive resources. Methods to  
42 reduce potentially significant environmental effects from runoff to an acceptable level shall be  
43 incorporated into the power plant and disposal site design. [Delete. PG&E no longer uses coal  
44 for energy production. Policy not needed.]~~

1 ~~6. — Due to potential hazards related to geological conditions, proximity to populated areas,~~  
2 ~~land use conflicts, and possible impacts on marine and estuarine environments, the PG&E site~~  
3 ~~south of Potrero Road should not be considered a suitable location for future development of a~~  
4 ~~nuclear power plant facility. [Delete. Nuclear power plant is not considered in the 2017 MLCP.]~~  
5

6 7. An atmospheric surveillance station shall be established in the Moss Landing vicinity by  
7 the Monterey Bay Unified Air Pollution Control District or the County of Monterey to monitor  
8 air pollution concentrations in addition to pertinent meteorological parameters.  
9

10 *There are no policies requiring establishment of an atmospheric surveillance station in the 2017*  
11 *MLCP.*  
12

13 8. As a condition of issuance of development permits, to industries with significant  
14 emissions, the County of Monterey shall require that an atmospheric surveillance station be  
15 established in the Moss Landing vicinity. This station should thereafter be operated by the  
16 MBUAPCD to monitor air pollution concentrations in addition to pertinent meteorological  
17 studies. *[Delete or move to CIP and retain Policy 7 above.]*  
18

19 9. Further expansion of heavy industrial uses on the property owned by PG&E west of  
20 Highway One and east of the Moss Landing Harbor shall be limited to improvements or  
21 modifications that are compatible with the road right-of-way and visual policies of the plan.  
22

23 *There are no policies addressing industrially designated sites west of Highway 1. Suggest to*  
24 *retain but include the Moss Landing Business Park property as well.*  
25

26 10. Possible future development of a transmission line north from the PG&E power plant  
27 shall be shown to be compatible with research and educational use of the estuarine sanctuary, and  
28 potential environmental effects shall be reduced to an acceptable level before development is  
29 allowed  
30

31 2017 ML-2.7 “*The County of Monterey shall work with the California Public Utilities*  
32 *Commission to ensure that any future development of an electrical transmission line from the*  
33 *Moss Landing Power Plant across Elkhorn Slough is compatible with the research and*  
34 *educational use of the Elkhorn Slough National Estuarine Research Reserve and permitted only*  
35 *if:*

- 36 *a. Alternative locations are infeasible or more environmentally damaging;*
- 37 *b. To do otherwise would adversely affect the public welfare; and*
- 38 *c. Adverse environmental effects are mitigated to the maximum extent feasible.”*  
39

40 2017 ML-2.15 “*The County of Monterey, in consultation with the Moss Landing Harbor District*  
41 *and private property owners, shall promote the development of a public parking facility at a*  
42 *location near the northwest end of the Island.”*  
43



1 2017 ML-2.17 “The County of Monterey, in coordination with the Moss Landing Harbor  
2 District, shall ensure that the use of existing land-based facilities that support commercial  
3 boating do not jeopardize the protection of public access to the shoreline.”

4  
5 **B. Commercial Land Use Policies**

6  
7 2017 ML-2.2 “Light Commercial and Recreation and Visitor-Serving Commercial uses shall be  
8 developed in the Moss Landing Community Plan area in accordance with the following  
9 provisions.

10 a. Permit a total of up to 150 hotel/motel units counting from the date of certification of the  
11 original 1982 Land Use Plan based on available land and wastewater collection system  
12 capacity. These shall generally be provided by several smaller establishments not exceeding 30  
13 units each.

14 b. Encourage the expansion and improvement of existing recreation and visitor-serving  
15 facilities.

16 c. Design and locate new commercial visitor-serving facilities to minimize traffic and  
17 natural resource impacts.

18 d. Encourage the development of low and moderate-cost commercial recreation and visitor-  
19 serving facilities in preference to high cost facilities.

20 e. Encourage mixed use commercial development that includes housing units.

21 f. Encourage development of commercial uses providing necessary service to coastal-  
22 dependent industries such as commercial fishing, aquaculture, and energy production, and  
23 commercial facilities providing goods and services related to the use of local recreational  
24 opportunities.”

25  
26 2017 ML-2.11 “The County of Monterey shall, in consultation with the Moss Landing Harbor  
27 District, promote the development of recreation and visitor-serving commercial uses in the North  
28 Harbor area and the improvement of public recreational boating facilities.”

29  
30 **C. Public/Quasi Public (Harbor Facilities) Policies**

31  
32 *[1982 MLCP section 5.3 policies are moved to page 39, lines 37-45, pages 40-43, and page 44,*  
33 *lines 1-14.]*

34  
35 **5.3.1 Key Policy**

36  
37 The County encourages the maximum development of commercial fishing and recreational  
38 boating facilities at Moss Landing; consistent with the conservation of the area's wetlands, dunes  
39 and other natural resources. *[Note: This policy applies to the Waterfront Industry and Harbor*  
40 *Facilities designations.]*

41  
42 2017 ML-2.18 “New development shall avoid environmental damage to the extent feasible that  
43 would otherwise result from construction and deconstruction activities on lands adjacent to  
44 Moss Landing Harbor, including pile driving, sheet pile installation, and the physical

1 *disturbance of potentially contaminated marine sediments. Where avoidance is not feasible,*  
2 *developments shall implement measures to reduce environmental damage.”*

3  
4 2017 ML-2.19 *“Optimum use of the existing harbor area should be compatible with conservation*  
5 *of the most sensitive and viable wetlands.”*

6  
7 **5.3.2 General Policies**

8  
9 1. Commercial fishing facilities shall be protected and, where feasible, upgraded.  
10 Commercial fishing shall have priority for berthing space in the South Harbor, and recreational  
11 boating facilities shall not interfere with the needs of the commercial fishing industry. *[Note:*  
12 *This policy applies to the Waterfront Industry and Harbor Facilities designations.]*

13  
14 2017 ML-2.11 *“The County of Monterey shall, in consultation with the Moss Landing Harbor*  
15 *District, promote the development of recreation and visitor-serving commercial uses in the North*  
16 *Harbor area and the improvement of public recreational boating facilities.”*

17  
18 2. Optimum use of the existing harbor area and expansion of the harbor should be  
19 compatible with conservation of the most sensitive and viable wetlands.

20  
21 2017 ML-2.22 *“When the County of Monterey reviews applications or environmental documents*  
22 *from the Moss Landing Harbor District to upgrade or develop recreational boating support*  
23 *facilities, the County shall consider methods to conserve sensitive mudflat habitats.”*

24  
25 3. Due to limited capacity of Highway One and Sandholdt Road, priority should be given on  
26 the island to expansion of commercial fishing industries and facilities that generate low volumes  
27 of traffic. Some flexibility should be maintained for other development on the island that  
28 directly serves people engaged in those above industries and would not be suitably located in  
29 other areas of Moss Landing. *[Note: This policy applies to the Waterfront Industry and Harbor*  
30 *Facilities designations.]*

31  
32 *No applicable 2017 policy.*

33  
34 4. Use of existing land-based facilities that support commercial boating should not  
35 jeopardize the protection of public access to the shoreline. *[Note: This policy applies to the*  
36 *Waterfront Industry and Harbor Facilities designations.]*

37  
38 2017 ML-2.17 *“The County of Monterey, in coordination with the Moss Landing Harbor*  
39 *District, shall ensure that the use of existing land-based facilities that support commercial*  
40 *boating do not jeopardize the protection of public access to the shoreline.”*

41  
42 5. Use of existing piers for access and recreational purposes should be encouraged when  
43 compatible with commercial fishing uses.

1 2017 ML-2.12 “The County of Monterey shall, in consultation with the Moss Landing Harbor  
2 District, encourage the use of existing piers for access and recreational purposes when  
3 compatible with commercial fishing uses.”  
4

### 5 **5.3.3 Specific Policies**

6

7 The specific policies that follow set forth a two phase harbor improvement program that stresses  
8 maximizing the use of existing resources and restoring wetlands habitats before expansion  
9 occurs. Figure 3 illustrates the location of improvement measures discussed in the following  
10 policies.  
11

#### 12 **Harbor Development - Phase 1**

13

14 1. Encourage the conversion of underutilized or unused parcels on the island to land uses  
15 that are supportive of the commercial fishing industry and aquaculture. [Note: This policy  
16 applies to the Waterfront Industry and Harbor Facilities designations.]  
17

18 *No applicable 2017 policy. ML-2.13 generally covers full use of harbor facilities.*  
19

20 2. Legal remedies should be investigated to prevent berthing of unseaworthy boats in the  
21 harbor and abandonment of boats in dry storage areas.  
22

23 *No applicable 2017 policy.*  
24

25 3. Bulkheading to prevent erosion and to maximize use of available shoreline should be  
26 provided along the west bank of the South Harbor.  
27

28 2017 ML-2.14 “The County of Monterey shall, in consultation with the Moss Landing Harbor  
29 District, promote structural bulkheading, not including rip rap, where necessary to prevent  
30 erosion and to maximize use of available shoreline in the Harbor.”  
31

32 4. The capacity of dry dock storage areas should be increased when needed and new dry  
33 storage areas should be developed. Measures should be taken to ensure that grading and  
34 surfacing work performed to provide additional capacity will not adversely affect water quality in  
35 the harbor.  
36

37 2017 ML-2.13 “The County of Monterey shall, in consultation with the Moss Landing Harbor  
38 District, encourage the full use of harbor facilities to accommodate maritime activities,  
39 commercial fishing, recreational boating, and visitor-serving accommodations—all while  
40 protecting environmentally sensitive habitat areas.”  
41

42 5. Provision of an additional boat fueling facility should be considered. [Note: This policy  
43 applies to the Waterfront Industry and Harbor Facilities designations.]  
44

1 6. The Sandholdt Pier should be considered for renovation as a fishing pier. *[Note: This*  
2 *policy applies to the Waterfront Industry designation.]*

3  
4 *No applicable 2017 policy.*

5  
6 7. An additional boat launching ramp or hoist should be provided. A possible location  
7 would be in the North Harbor just south of the Elkhorn Yacht Club.

8  
9 *No applicable 2017 policy. ML-2.13 generally covers full use of harbor facilities.*

10  
11 8. Develop a retaining wall or bulkhead along the eastern bank of the North Harbor adjacent  
12 to the Harbor offices as a means of preventing further erosion and improving berthing capacity.

13  
14 *2017 ML-2.14 “The County of Monterey shall, in consultation with the Moss Landing Harbor*  
15 *District, promote structural bulkheading, not including rip rap, where necessary to prevent*  
16 *erosion and to maximize use of available shoreline in the Harbor.”*

17  
18 9. On-site parking facilities shall be provided by private developers to satisfy demand  
19 generated by upgrading land uses on the island. Development of a public facility parking should  
20 be considered for a location near the north west end of the island. *[Note: This policy applies to*  
21 *the Waterfront Industry designation.]*

22  
23 *See ML-2.15 in Section 5.4.10.A.*

24  
25 10. Methods to improve tidal flow and sediment transport from the North Harbor as a means  
26 of improving capacity of the North Harbor to accommodate additional berthing facilities and  
27 minimize the need for dredging should be studied. One possible method would be expansion of  
28 the existing culvert under Jetty Road.

29  
30 *2017 ML-2.21 “If the Moss Landing Harbor District proposes additional berthing facilities, the*  
31 *County of Monterey will participate in evaluating methods to improve tidal flow and sediment*  
32 *transport from the North Harbor as a means of improving capacity of the North Harbor to*  
33 *minimize the need for dredging. One possible method would be expansion of the existing culvert*  
34 *under Jetty Road.”*

35  
36 11. Priority shall be given to developing recreation and visitor-serving commercial uses in the  
37 North Harbor area and improving public recreational boating facilities. *[Note: This policy*  
38 *applies to the Waterfront Industry and Harbor Facilities designations.]*

39  
40 *2017 ML-2.11 “The County of Monterey shall, in consultation with the Moss Landing Harbor*  
41 *District, promote the development of recreation and visitor-serving commercial uses in the North*  
42 *Harbor area and the improvement of public recreational boating facilities.”*

43  
44 12. Upgrading and development of recreational boating support facilities should not  
45 jeopardize conservation of sensitive mudflat habitats in the North Harbor.

1 2017 ML-2.18 “New development shall avoid environmental damage to the extent feasible that  
2 would otherwise result from construction and deconstruction activities on lands adjacent to  
3 Moss Landing Harbor, including pile driving, sheet pile installation, and the physical  
4 disturbance of potentially contaminated marine sediments. Where avoidance is not feasible,  
5 developments shall implement measures to reduce environmental damage.”  
6

7 2017 ML-2.22 “When the County of Monterey reviews applications or environmental documents  
8 from the Moss Landing Harbor District to upgrade or develop recreational boating support  
9 facilities, the County shall consider methods to conserve sensitive mudflat habitats.”  
10

11 13. Additional restroom facilities should be provided in the North Harbor area. [Note: This  
12 policy applies to the Harbor Facilities and Recreation and Visitor Serving Commercial  
13 designations.]  
14

15 2017 ML-2.13 “The County of Monterey shall, in consultation with the Moss Landing Harbor  
16 District, encourage the full use of harbor facilities to accommodate maritime activities,  
17 commercial fishing, recreational boating, and visitor-serving accommodations—all while  
18 protecting environmentally sensitive habitat areas.”  
19

20 ~~14.— A comprehensive wetland restoration program shall be undertaken as mitigation for the  
21 expansion of the harbor area (phase 2) as required by Sections 30233 and 30411 of the Coastal  
22 Act. Designation of the wetland areas to be restored and the extent of restoration necessary, has  
23 not been determined by the affected agencies at the time of the certification of this plan.  
24 However, Bennett Slough, Moro Cojo Slough, and Old Salinas River are potential restoration  
25 areas. The State Department of Fish and Game, U. S. Fish and Wildlife Service, the Coastal  
26 Conservancy and the U. S. Army Corps of Engineers should be consulted and a habitat  
27 evaluation conducted, if necessary, to determine the measures required to implement this  
28 program. Mitigation measures might include such things as a new tide gate to control tidal  
29 flushing under Moss Landing Road, upstream Moro Cojo Slough flood control measures and  
30 widening of the Bennett Slough culvert. Completion of the wetland restoration program must be  
31 attained before harbor expansion in the Old Salinas River is allowed. Former wetlands that have  
32 been diked off from tidal influence but not filled should generally receive priority for restoration  
33 over diked and filled wetlands. [Delete. No harbor expansion to the south.]~~  
34

35 2017 ML-2.16 “Due to the limited capacity of State Route 1, the County of Monterey, in  
36 coordination with the Moss Landing Harbor District, shall curtail expansion of Moss Landing  
37 Harbor south of Sandholdt Bridge.”  
38

## 39 **Harbor Development - Phase 2**

40

41 15. After optimal use of existing facilities is made and the wetland restoration program is  
42 completed, expansion of the Harbor using the feasible least environmentally damaging  
43 alternative should be encouraged. Environmental impacts of harbor expansion must be mitigated  
44 to the maximum possible extent. All feasible road construction measures should be investigated  
45 to minimize damage to the sand dune habitat. Prior to extension of Sandholdt Road, a dune

1 restoration program should be developed in cooperation with appropriate agencies and property  
2 owners. This program should undertake the restoration of degraded dunes adjacent to the  
3 extended road by replanting with native vegetation and the installation of fences or other means  
4 of controlling public access between the road and the dunes.

5  
6 2017 ML-2.16 “Due to the limited capacity of State Route 1, the County of Monterey, in  
7 coordination with the Moss Landing Harbor District, shall curtail expansion of Moss Landing  
8 Harbor south of Sandholdt Bridge.”

9  
10 16. Additional land-based harbor support facilities should be provided following any  
11 expansion of the harbor. Figure 2 designates the Harbor District property on the east side of the  
12 Old Salinas River Channel for the development of harbor support facilities that will include  
13 parking and restrooms. On the west bank of the channel Light Industrial development is  
14 proposed between Sandholdt Road and the bank.

15  
16 2017 ML-2.16 “Due to the limited capacity of State Route 1, the County of Monterey, in  
17 coordination with the Moss Landing Harbor District, shall curtail expansion of Moss Landing  
18 Harbor south of Sandholdt Bridge.”

## 19 20 **C. Special Treatment Overlay Policies**

### 21 22 **1. Moss Landing Business Park**

23  
24 2017 ML-2.9 “Development in the Moss Landing Business Park shall include a pedestrian  
25 connection between Moss Landing Business Park and the west side of State Route 1. The  
26 pedestrian connection shall be designed to be consistent with adopted design guidelines and to  
27 otherwise maintain the visual quality of the community to the extent feasible.”

28  
29 2017 ML-2.10 “Development in the Moss Landing Business Park shall be limited to 190,000  
30 square feet of structure(s) and 25,000 gpd wastewater generation.”

### 31 32 **2. Island**

33  
34 2017 ML-2.23 “The County of Monterey shall work with property owners to preserve and  
35 maintain all fish handling and processing facilities on the Island.”

36  
37 2017 ML-2.4 “Monterey County shall require new development on the Island to provide either  
38 on-site parking or a dedicated off-site parking facility. Shared parking may be considered where  
39 it can be reserved for the use.”

40  
41 2017 ML-2.25 “For any new development project where exterior lights are proposed to be  
42 installed along wharfs, piers, docks, approach trestles, or buildings adjacent to or located on  
43 wharfs or piers, exterior lighting shall be limited to fully shielded, low voltage, narrow-  
44 wavelength band lights that protect marine life, and direct light away from aquatic habitat and  
45 the sky.”

1 **5.45 RECREATION AND PUBLIC ACCESS**

2  
3 *[Note: Text and policies in 1982 MLCP section 5.4 are moved into this section.]*

4  
5 **5.5.1 Introduction**

6  
7 A major reason for the passage of the Coastal Initiative (Proposition 20) in 1972 was to ensure  
8 preservation of access to the coast and protection of coastal recreation resources. One of the  
9 principal goals of the Coastal Act of 1976 is to "maximize public access to and along the coast  
10 and maximize public recreational opportunities in the coastal zone consistent with sound  
11 resource conservation principles and constitutionally protected rights of private property  
12 owners".

13  
14 At Moss Landing State Beach, problems with sand blowouts, littering, fires in the dunes,  
15 crowded parking conditions, congestion along Jetty Road, and illegal camping, limit the aesthetic  
16 appreciation and quality of the recreational experience. Uncontrolled access to fragile sand  
17 dunes are resulting in trampling of dune vegetation and severe damage to the dunes themselves.  
18 Similar problems exist at Salinas River State Beach and the sand dunes south of the Marine Labs.

19  
20 Overall, the lack of adequate management and public facilities at the two state beaches is a  
21 pressing problem in urgent need of correction. Improved parking facilities and restrooms are  
22 needed at both beaches. Other facilities needed at Moss Landing State Beach include fish  
23 cleaning tables, fire pits and bicycle racks. Finally, the lack of adequate public transit service to  
24 the two state beaches limits the degree to which either facility can be used and appreciated by  
25 those dependent upon public transit services.

26  
27 **5.5.2 Recreation and Public Access**

28  
29 Opportunities for public access to the Island Beach are limited by inadequate parking and  
30 capacity constraints of Sandholdt Road and Bridge, as well as by the developed character of this  
31 area. Other areas where opportunities for improved public access and low intensity recreational  
32 use are Bennett and Elkhorn Sloughs. The Moro Cojo Slough, by virtue of its proximity to  
33 Highway One, represents a potential recreational opportunity that could be appreciated by the  
34 public in addition to the areas above.

35  
36 **A. Recreation and Public Access Policies**

37  
38 **5.4.1 Key Policy**

39  
40 The Moss Landing Community contains a variety of sandy beaches, dunes, estuaries and wetland  
41 habitats which offer diverse recreational opportunities. In the spirit of the Coastal Act, public  
42 access to these areas shall be provided. However, conservation of the sensitive natural resources  
43 of the coastline is an even higher priority. It is the County's policy to encourage an optimal level  
44 of development of recreation and public access opportunities consistent with the conservation of  
45 sensitive natural resources of Moss Landing.

1 2017 ML-6.3 “The County of Monterey encourages an optimal level of development of  
2 recreation and public access opportunities consistent with the conservation of sensitive natural  
3 resources of Moss Landing.”

#### 5.4.2 General Policy

7 General policies on shoreline access and development of recreation and visitor-serving facilities  
8 contained in other chapters of this plan are incorporated by reference in the Moss Landing  
9 Community Plan. These policies emphasize permanent protection of major access points and  
10 property management by appropriate public agencies. New access and recreation areas should be  
11 guided by detailed management plans, and the rights of residents and property owners should not  
12 be jeopardized by irresponsible public access. Low and moderate cost recreation and visitor-  
13 serving facilities are preferred to higher cost facilities.

15 2017 ML-6.4 “New access and recreation areas should be guided by detailed management  
16 plans, and the rights of residents and property owners should not be jeopardized by  
17 irresponsible public access. Low and moderate cost recreation and visitor-serving facilities are  
18 preferred to higher cost facilities.”

#### 5.4.3 Specific Policies

22 Specific public access and recreation policies that follow are presented according to a priority  
23 system that emphasizes improving existing facilities before new access and recreation  
24 opportunities are opened. These priorities are illustrated on Figure 4.

##### Priority 1

28 1. First priority should be given to improving recreational facilities and reversing the  
29 degradation of sand dune habitats at Moss Landing State Beach. *[Note: Suggest including this  
30 first sentence in 2017 MLCP Policy ML-6.1]* To accomplish this objective, a management  
31 program should be developed that includes the provision of restrooms, firepits, fish cleaning  
32 facilities and improved parking areas with controlled pedestrian walkways to and over the dunes.  
33 Protective fencing and replanting of the dunes with native vegetation should be instituted. *[Note:  
34 Suggest including these 2 sentences in 2017 MLCP Policy ML-6.10.]* This will be accomplished  
35 by the California Department of Parks and Recreation generally as illustrated in Figure 4, and as  
36 further discussed in Section 4.3.6 C and Chapter 6 of this plan.

38 ~~2. A management and restoration plan similar to that for Moss Landing State Beach, should  
39 be developed for Salinas River State Beach. The parking area at the end of Potrero Road should  
40 be improved to accommodate increased access to the beach. *[Delete. Text in NCLUP ESHA  
41 Recommended Action No. 2.3.4.2.]*~~

43 3. Increased supervision of Moss Landing and Salinas River State Beaches should be  
44 provided by the State Department of Parks and Recreation and the Monterey County Sheriff's  
45 Department.



1 2017 ML-6.5 *“The Monterey County Sheriff’s Department, in cooperation with the State*  
2 *Department of Parks and Recreation, will continue to provide public safety services at Moss*  
3 *Landing State Beach and Salinas River State Beach.”*

4  
5 4. Educational displays and signs alerting visitors to the fragile nature of the dune  
6 environment and directing them to controlled accessways should be posted at major access areas  
7 at the two state beaches.

8  
9 2017 ML-6.6 *“The County of Monterey shall work with responsible agencies to continue to*  
10 *provide educational displays and signs at major access points to the state beaches alerting*  
11 *visitors to the fragile nature of the dune environment and directing them to controlled*  
12 *accessways.”*

13  
14 5. Improved bus scheduling to allow more frequent transit service to the state beaches and  
15 commercial center should be provided.

16  
17 2017 ML-6.7 *“The County of Monterey shall work with Monterey–Salinas Transit to improve*  
18 *bus scheduling to allow more frequent transit service to the state beaches and Moss Landing’s*  
19 *village center.”*

20  
21 **Priority 2**

22  
23 6. Consistent with the General Policy, the second priority for provision and improvement of  
24 public accessways should include Bennett Slough, Elkhorn Slough, Moro Cojo Slough, the  
25 Island beach, and the sand dunes south of the Moss Landing Marine Labs.

26  
27 2017 ML-6.8 *“The County of Monterey shall review development projects and public agency*  
28 *planning documents to seek opportunities to develop plans and funding strategies for the*  
29 *construction of public accessways to Bennett Slough, Elkhorn Slough, Moro Cojo Slough, the*  
30 *Island beach, and the sand dunes south of the Moss Landing Marine Laboratories.”*

31  
32 7. Controlled public access to Moro Cojo Slough and Bennett Slough should be provided  
33 after the wetlands restoration programs for these areas have been successfully implemented.  
34 Accessways should not infringe upon sensitive natural habitats. Provision of boardwalks  
35 constructed of permeable materials should be favored over foot trails where the potential for  
36 damage to wetlands habitats exists. Access to Moro Cojo Slough, including an improved parking  
37 facility, should be provided via Moss Landing Road and from the parking lot near the  
38 intersection of Moss Landing Road North and Highway One. Access to Bennett Slough, with  
39 education displays and viewing areas, should be provided via Jetty Road. Visual access shall  
40 also be maintained to these wetland areas.

41  
42 2017 ML-6.9 *“Controlled public access to Moro Cojo Slough and Bennett Slough should be*  
43 *included in any wetlands restoration programs for these areas. Accessways should not infringe*  
44 *upon sensitive natural habitats. Provision of boardwalks constructed of permeable materials*  
45 *should be favored over foot trails where the potential for damage to wetland habitat exists.*

1 *Access to Moro Cojo Slough, including an improved parking facility, should be provided via*  
2 *Moss Landing Road and from the parking lot near the intersection of Moss Landing Road North*  
3 *and State Route 1. Access to Bennett Slough, with education displays and viewing areas, should*  
4 *be provided via Jetty Road. Visual access shall also be maintained to these wetland areas.”*  
5

6 8. Management responsibility for recreational use of the Elkhorn Slough area should be  
7 actively assumed by an agency or agencies with recreation management capabilities.  
8

9 *No applicable 2017 policy.*  
10

11 9. The State Department of Parks and Recreation is encouraged to evaluate the desirability  
12 of acquiring dune and beach properties at such time as they are offered for sale by the owner. A  
13 dune restoration program should be established, including protective fencing, replanting with  
14 native vegetation, and boardwalks constructed of permeable material to link parking areas and  
15 access sites with the shoreline. Controlled access points should be clearly marked, and  
16 educational displays developed to inform the general public about fragile dune habitats. The  
17 development of a dune habitat interpretive center should also be considered. *[Note: See NCLUP*  
18 *ESHA Recommended Action No. 2.3.4.2.]*  
19

20 2017 ML-3.9 *“The County of Monterey shall work with property owners and California State*  
21 *Parks to provide beach access in the area immediately south of Sandholdt Bridge that is*  
22 *accessible to persons with disabilities, and in other areas owned by State Parks. This access*  
23 *may be combined with a part of the Monterey Bay National Marine Sanctuary Scenic Trail.”*  
24

25 2017 ML-6.10 *“The County of Monterey shall work with the State Department of Parks and*  
26 *Recreation to establish a dune restoration program, including protective fencing, replanting with*  
27 *native vegetation, and boardwalks constructed of permeable material to link parking areas and*  
28 *access sites with the shoreline. Controlled access points should be clearly marked, and*  
29 *educational displays developed to inform the general public about fragile dune habitats. The*  
30 *development of a dune habitat interpretive center should also be considered.”*  
31

32 10. The potential for coastal dependent, low intensity recreational and educational use of the  
33 Old Salinas River Channel area should be studied.  
34

35 *No applicable 2017 policy.*  
36

37 11. Adequate on-site parking and public access to the beach should be a condition of  
38 development permit approvals on the Island. *[Note: See 2017 MLCP Pol 6.11 below.]*  
39

40 2017 ML-6.1 *“Major access areas, whether in public or private ownership shall be*  
41 *permanently protected for long-term public use. They shall be improved where necessary and*  
42 *managed properly. Major access locations are:*

- 43 a) Jetty Road - access to Bennett Slough and Moss Landing State Beach
- 44 b) Sandholdt Road - access to "The Island" beaches and North Harbor
- 45 c) Moss Landing Marine Lab - access to beach

1 d) Potrero Road - access to Salinas River State Beach”

2  
3 2017 ML-6.2 “Secondary access areas which, because of natural or man-made constraints are  
4 suitable for limited public use shall also be protected for such use. When new access is provided  
5 or existing access is formalized or expanded, an appropriate public agency or private  
6 organization must assume management responsibility for public use, or agreements concerning  
7 such responsibility must be reached with landowners. Secondary access areas are:

8 a) North Harbor Commercial area - access to Elkhorn Slough and North Harbor

9 b) Moss Landing Road - access to Moro Cojo Slough”

### 10 11 **5.5.3 Parking Facilities**

12  
13 *[Narrative from 1982 MLCP section 5.2.2.2.D moved to page 49, lines 5-25.]*

14  
15 Locations for improved parking facilities are shown on Figure 4 for the North Harbor area. It is  
16 recommended that the improved parking area to be located between the Sand dunes and Bennett  
17 Slough at the curve of Jetty Road be limited to not more than 100 spaces. Consistent with access  
18 policies in Chapter 6, parking improvements shall be made only upon completion of more  
19 detailed management plans for the area by the State Department of Parks and Recreation. Care  
20 should be taken during development of parking at the Jetty Road curve, to avoid filling the  
21 Bennett Slough wetlands or disrupting wildlife and shorebird habitat.

22  
23 The potential for parking improvements should be studied at "the opening" a popular parking  
24 area mid-way along Jetty Road where there are no longer any dunes remaining and where there is  
25 easy beach access.

26  
27 Up to 150 improved parking space should be provided at the end of Jetty Road where there is  
28 ample area for a paved turnaround, or loop to assist circulation. When these improvements have  
29 been made it will be desirable to limit parking along the shoulder of the road.

30  
31 Parking improvements are proposed for the South Harbor area. The existing Cal Trans Park and  
32 Ride facility is shown on the west side of Highway One near Dolan Road. Future parking is also  
33 shown at the South West corner of Moss Landing Road North and Highway One, and near the  
34 South intersection of Moss Landing Road and Highway One. General upgrading of the existing  
35 parking area at Salinas River State Beach is also needed.

#### 36 37 **A. Parking Facility Policies**

38  
39 2017 ML-6.11 “The County of Monterey shall, where feasible, require adequate off-street  
40 parking and public access to the beach as a condition of development permit approvals on the  
41 Island.”

42  
43 2017 ML-6.12 “The County of Monterey, in collaboration with property owners, shall work to  
44 provide up to 150 improved parking spaces at the end of Jetty Road, where there is ample area  
45 for a paved turnaround, or loop to assist circulation.”