

Exhibit D

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5. MOSS LANDING COMMUNITY PLAN

5.1 BACKGROUND

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.

5.2 LAND USE, CIRCULATION, AND WASTE WATER TREATMENT

5.2.1 Land Use Proposals

The land use plan for the Moss Landing Community shown on Figure 2 illustrates the arrangement of land uses at the time when the community will be fully developed. The boundaries between land uses shown on the recommended plan are intended to be exact in most locations, particularly where land is developed now. In undeveloped or unsubdivided areas, boundaries are approximate.

A. Coastal Dependent Industry

The industries located in Moss Landing are generally dependent for their existence upon a location near the coastline, and as such are considered "coastal dependent". These industries include commercial fishing, aquaculture, energy facilities and manufacturing activities. Coastal dependent industries are given priority by the Coastal Act over other land uses on or near the coast. The intent of this plan is that these coastal dependent industrial facilities shall be encouraged to expand within existing sites, and shall be allowed reasonable growth consistent with the protection of the area's natural resources. If impacts to sensitive natural habitats cannot be avoided by future expansion of these facilities, then impacts must be mitigated to the maximum extent feasible. Policies that support this basic objective are contained in Sections 5.5 and 5.7.

1. *Light Industry*

Commercial fishing industries include canneries and fish processing companies, boat storage and repair facilities, marine supply stores, and other related facilities (i.e. fueling stations, private launching ramps, used boat sales businesses) located on the Island. Consolidation and up grading of some of these enterprises is currently planned, and should contribute to improving the efficiency and site economics of existing facilities. If such improvements are encouraged, Moss Landing should be able to maintain a reasonably strong commercial fishing base on the Island. The plan also recognizes an existing need for some limited commercial development of uses such as a fishermen's dormitory, cafe, etc., and flexibility in the plan is envisioned to allow these uses. Long-term economic uncertainties about commercial fishing make rapid future growth of the industry seem unlikely. Because of this and because most facility modernization can be accommodated on-site, the land designated for Light Industrial use north of the Moss Landing Marine Lab is considered adequate to meet the needs of the commercial fishing industry until the harbor is expanded. At such time, there may be need for additional facilities to support the commercial fishing industry. An area of land between the extension of Sandholdt Road and the channel is shown on the plan map as "Light Industry" to provide for support facilities in the event that the Old Salinas River Channel is ultimately approved as the site for expansion of the harbor. The development of industrial uses in this area shall not take place until the harbor is extended into the Old Salinas River Channel. This extension must be made consistent with the provisions and requirements of section 5.3.

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

Due to the continued erosion of the shoreline of the "Island" a comprehensive shoreline erosion plan for the area should be developed to protect existing and future development. This plan should be based on engineering studies that address the stabilization of the entire length of the Moss Landing spit shoreline from the Moss Landing Marine Lab to the South Jetty. It should involve the cooperation of property owners, the Moss Landing Harbor District, the County, the State, and other governmental bodies, in the planning, financing, and construction phases.

2. *Heavy Industry*

The only existing energy production facility in the Moss Landing area is the PG&E thermal electric plant located on the south bank of Elkhorn Slough and across Highway One from Moss Landing Harbor. This plant has two cooling water intake structures in the east branch of the harbor (outlet of Moro Cojo Slough), with thermal discharges into Elkhorn Slough north of the plant, and the ocean west of the plant and beyond Moss Landing Island.

There are seven steam turbine units with a total capacity of about 2,113 Megawatts (MWe) at the PG&E Moss Landing Power Plant. Units 1-5 are fueled by either natural gas, or by fuel oil which is offloaded from tankers three- fourths of a mile offshore, and employ six boilers for powering. Units 6 and 7, activated in 1968, have a gross capacity of 1,500 MWe and are similarly fueled and equipped.

An assessment of options for upgrading and expanding the PG&E power plant presented in the Background Report on Energy and Industrial Expansion Alternatives indicated that future plans for modernization of the plant can be accommodated on-site. Future use of coal or nuclear fuel is not likely and not recommended in the plan. Minor modifications of on-site parking facilities and circulation systems is a future possibility. Utilization of an additional transmission line

easement is possible in the future, but should be discouraged in favor of using the existing transmission corridor due to undesirable impacts to agricultural operations and to the scenic beauty of the area. Recommended policies for upgrading energy facilities and minor on-site land use and circulation changes consistent with the preservation of adjacent wetlands habitats and sensitive natural resources are presented in Section 5.7.

The major existing manufacturing industry is Kaiser Refractories, located south of PG&E off Dolan Road and Highway One. The Moss Landing plants produce magnesia and refractory brick, using as raw material sea water from the ocean and dolomite from the Natividad Quarry near Salinas, thirteen miles away. The refractory brick production is a coastal-related industry while magnesia production is coastal-dependent.

As with the PG&E facility, major changes in the next twenty years at Kaiser can be accommodated on-site. A primary option available to Kaiser is the replacement of the present gas and fuel oil as furnace fuels by refinery coke. In addition, increased pressurized filtering of products before firing would remove further water and decrease the fuel requirement per pound of finished product. On-site circulation system and land use changes are planned, and primary access from Highway One will be closed and shifted to Dolan Road. Major changes in primary access to PG&E and Kaiser shall be approved only upon the condition that comprehensive landscaping programs are completed around the perimeter of all properties fronting on public roads. Policy recommendations for the modernization proposals are presented in Section 5.7.

B. Commercial

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

1. Recreation and Visitor-Serving Commercial

This term is used to describe businesses that serve primarily visitors rather than residents. Although an absolute distinction between visitor-serving and neighborhood type commercial uses is difficult to make, visitor-serving uses would include businesses such as restaurants, motels, service stations and antique shops.

The plan designates four areas strictly for visitor-serving commercial uses. In the north harbor, visitor-serving commercial uses are shown north of the Elkhorn Yacht Club and harbor office. Appropriate uses for this area could include restaurants and/or motels, with adequate on-site parking, controlled access from Highway One, and appropriate design controls to ensure that public views of the north harbor are not obstructed. The plan permits up to 150 hotel/motel units based on available land and wastewater collection system capacity. These shall generally be provided by several smaller establishments not exceeding 30 units each. The area from what is now known as Skipper's Seafood and the Harbor Inn north to Little Baja is also designated for visitor-serving commercial uses, with controlled access from Highway One and a frontage road.

In the South Harbor area, three visitor-serving commercial areas are shown. The currently undeveloped area south of the antique shops on the east side of Moss Landing Road is designated visitor-serving commercial. The area at the corner of Potrero Road and Moss Landing Road, which includes a restaurant, antique shop, liquor store and fishermen's supply store, and the property fronting on Highway One between Moss Landing Road and Moro Cojo Slough are also designated for visitor-serving commercial use.

2. *General Commercial*

General Commercial uses are shown on the plan map on both sides of Moss Landing Road. This designation provides the opportunity to combine commercial and residential uses. Antique shops, the Moss Landing Post Office and historical buildings such as the Pacific Coast Steamship Company, lend a special character to this area and should be preserved and upgraded. Opportunities for providing a motel, a small neighborhood grocery store and low-cost rental housing units exist on undeveloped or underdeveloped parcels in this area. Appropriate design and setback standards should be applied as a means of providing relief from "strip" development that can be an aesthetic nuisance to the community. Design standard suggestions are presented in Section 5.6.

C. *Residential*

Very little residential development exists in Moss Landing. Although a significant market exists for lower priced rental units, available locations without environmental or topographical constraints are limited. Low density and medium density housing are the two residential categories shown on the plan map.

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

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

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

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

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

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

D. *Resource Conservation*

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

E. *Agriculture*

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

1. *Agricultural Conservation*

Agricultural Conservation areas designated on the map are lands north of Bennett Slough and areas between Elkhorn Slough and the PG&E property. These areas should be provided maximum protection against development to maintain consistency with the agricultural policies of Section 2.6.

2. *Aquaculture*

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

Aquaculture is shown as an appropriate use for certain areas of Elkhorn Slough. Aquaculture facilities in these areas are limited to non-structural development such as ponds or basins, piers, walkways, or minor storage facilities for tools. Aquaculture processing buildings are to be located in Light Industrial areas. Reasonable growth of aquaculture operations with appropriate mitigation to prevent disturbance of marsh and Clapper Rail habitat is compatible with the basic Resource Conservation designation of this area.

F. *Recreation*

1. *Scenic and Natural Resource Recreation*

Low-intensity recreational and educational uses that are compatible with the natural resources of the area and require a minimum level of development, accommodate basic user needs, and necessitate minimal alteration of the natural environment are appropriate. Uses may include general beach use, hiking, fishing, picnicking, nature studies and horseback riding. The only facilities contemplated are improved parking and restrooms at Moss Landing and Salinas River State Beach, and at fish cleaning facilities at Moss Landing State Beach.

2. *Outdoor Recreation*

Moderate-intensity recreational use with accompanying facilities compatible with the recreational and natural resources of the site are appropriate. In addition to the uses permitted in the Scenic and Natural Resource Recreation category, facilities may include tent and recreation vehicle campgrounds, improved restrooms, and fish cleaning facilities.

G. *Special Treatment*

The "Special Treatment" designation is intended to facilitate a comprehensive planned approach towards developing specifically designated properties. Particular attention is to be given towards siting and planning development to be compatible with existing resources and adjacent land uses.

The property on the north side of Potrero Road bordering the east bank of the Old Salinas River is designated for Outdoor Recreation Special Treatment. The primary land use for this property is Outdoor Recreation with an emphasis on a recreation vehicle park. A secondary, alternative use for this property is medium-density housing. An open space buffer strip not to exceed 20' in width shall be established on the property along the north side of Potrero Road to protect adjacent agricultural operations. When combined with the County road right-of-way and the agricultural service road this will result in a total buffer width of 110'.

The "Special Treatment" designation is also used to indicate the area of the Old Salinas River Channel proposed for development for harbor purposes and adjacent land proposed for Light Industrial uses and Harbor Facilities. This "Special Treatment" area is one of four locations that will be considered as a

potential site for harbor expansion. Prior to any development of the harbor in the Old Salinas River Channel certain interim uses may be permitted as described in H.4. below.

H. *Public/Quasi-Public*

Three public/quasi public uses are shown. These include educational/scientific, harbor facility and cemetery designations.

1. *Education/Scientific*

Two facilities given this designation are the Moss Landing Marine Lab and the school district office building on Moss Landing Road. Future redesign and expansion of Moss Landing Marine Labs shall not be permitted to encroach upon sensitive dune habitats south of the existing site.

2. *Cemetery*

The Moss Landing Cemetery is shown on the plan map on Moss Landing Road.

3. *Harbor Facilities*

This designation applies to the Harbor District office area, land south of the Sandholdt Bridge, and land in the North Harbor proposed for harbor support facilities. Facilities in the South Harbor adjacent to the new berths would include a parking lot, restrooms and staging areas. If enough space exists, a harbor maintenance facility would be developed in this area. Unused lands near the Harbor District office would be used for additional dry storage, possible overnight parking, and the harbor maintenance facility if space constraints prohibit its development in the harbor support area south of the bridge. Public facilities in the North Harbor would include a boat launching ramp, additional dry storage areas, and restroom facilities for non-yacht club members. Policies pertaining to harbor support facilities are contained in Section 5.3.

4. *Plan Alternatives for South Harbor Area*

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

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

Land on the west bank of the channel, south of the Marine Lab and designated Light Industrial in order to support harbor expansion into the channel, would not be appropriate for Light Industrial use and would need to be changed to other designations. A combination of Resource Conservation and Scenic and Natural Resource Recreation may be most appropriate uses for the area and would be consistent with similar properties adjacent to the south. These are also

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

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

5.2.2 Circulation

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

A. Highway One

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

B. County Roads

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

C. Sandholdt Bridge

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

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

D. Parking Facilities

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

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

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

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

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

E. Pedestrian Access

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

F. Public Transit

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

5.2.3 Wastewater Treatment

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

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

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

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

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

5.3 COMMERCIAL FISHING & RECREATIONAL BOATING FACILITIES

The intent of the Coastal Act with regard to commercial fishing and recreational boating is that increased use of coastal waters for these purposes shall be encouraged. As a coastal dependent industry, commercial fishing facilities are given the highest priority for development on or near the coastline. Similarly, development of land-based facilities to support recreational boating is favored over non-water dependent land uses near the coastline. However, Section 30233 of The Coastal Act is specific concerning conditions under which the development or expansion of harbors can occur when it states: "The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes, shall be permitted . . . where there is no feasible less environmentally damaging alternative, and where feasible, mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities; (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps; (3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game . . . for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored." Thus, the legislative intent is to allow reasonable expansion of commercial fishing and recreational boating facilities consistent with maximum preservation of sensitive natural resource areas and wetland habitats.

For the entire Moss Landing harbor, demand for commercial and recreational boat berths and related facilities far exceeds the available supply in the existing harbor area. Even maximum expansion of the South Harbor would not entirely satisfy this demand. Efforts to make optimal year round use of available berthing and support facilities particularly in the South Harbor are constrained by peaks

created by the cyclical nature of the fishing industry upon which the planning process can have little effect.

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

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

Other problems in the South Harbor include:

- Adequacy of boat launching ramps or hoists for sport fishing and recreational boats.
- Adequacy of boat fueling facilities.
- Compatibility of commercial fishing industry support requirements with the increasing demand for sport fishing and recreational boating berths and facilities.
- Adequacy of parking facilities, traffic conflicts and congestion on "the Island".
- The one lane Sandholdt Bridge limits efficient access to and from the island.

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

FIGURE 2
MOSS LANDING COMMUNITY PLAN

The most significant opportunity for increasing the number of commercial boat berths is the eventual expansion of the South Harbor. The Moss Landing Harbor District, with assistance from the U.S. Army Corps of Engineers has studied a variety of alternatives for harbor expansion and has concluded the only financially feasible option is to extend the existing South Harbor approximately 1000 feet south of the Sandholdt Bridge in the Old Salinas River Channel. This will require removal of Sandholdt Bridge and the construction of a new crossing over the channel at the south end of the extended harbor, as shown on Figure 2. Extensive dredging will also be required in the wetlands of the Old Salinas River Channel. Before this work can be undertaken, the Coastal Act requires that the State Department of Fish and Game make the finding that the area is a degraded wetland. Considerable wetland restoration will be required to serve as mitigation for the use of the Old Salinas River Channel. The resolution of the environmental issues involved and successful expansion of the harbor will necessitate a cooperative effort by the Moss Landing Harbor District, the Department of Fish and Game, the U.S. Fish and Wildlife Service, the Corps of Engineers, and the California Coastal Commission.

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

5.3.1 Key Policy

The County encourages the maximum development of commercial fishing and recreational boating facilities at Moss Landing; consistent with the conservation of the area's wetlands, dunes and other natural resources.

5.3.2 General Policies

1. Commercial fishing facilities shall be protected and, where feasible, upgraded. Commercial fishing shall have priority for berthing space in the South Harbor, and recreational boating facilities shall not interfere with the needs of the commercial fishing industry.
2. Optimum use of the existing harbor area and expansion of the harbor should be compatible with conservation of the most sensitive and viable wetlands.
3. Due to limited capacity of Highway One and Sandholdt Road, priority should be given on the island to expansion of commercial fishing industries and facilities that generate low volumes of traffic. Some flexibility should be maintained for other development on the island that directly serves people engaged in those above industries and would not be suitably located in other areas of Moss Landing.
4. Use of existing land-based facilities that support commercial boating should not jeopardize the protection of public access to the shoreline.
5. Use of existing piers for access and recreational purposes should be encouraged when compatible with commercial fishing uses.

FIGURE 3
MOSS LANDING COMMUNITY PLAN

5.3.3 *Specific Policies*

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

Harbor Development - Phase 1

1. Encourage the conversion of underutilized or unused parcels on the island to land uses that are supportive of the commercial fishing industry and aquaculture.
2. Legal remedies should be investigated to prevent berthing of unseaworthy boats in the harbor and abandonment of boats in dry storage areas.
3. Bulkheading to prevent erosion and to maximize use of available shoreline should be provided along the west bank of the South Harbor.
4. The capacity of dry dock storage areas should be increased when needed and new dry storage areas should be developed. Measures should be taken to ensure that grading and surfacing work performed to provide additional capacity will not adversely affect water quality in the harbor.
5. Provision of an additional boat fueling facility should be considered.
6. The Sandholdt Pier should be considered for renovation as a fishing pier.
7. An additional boat launching ramp or hoist should be provided. A possible location would be in the North Harbor just south of the Elkhorn Yacht Club.
8. Develop a retaining wall or bulkhead along the eastern bank of the North Harbor adjacent to the Harbor offices as a means of preventing further erosion and improving berthing capacity.
9. On-site parking facilities shall be provided by private developers to satisfy demand generated by upgrading land uses on the island. Development of a public facility parking should be considered for a location near the north west end of the island.
10. Methods to improve tidal flow and sediment transport from the North Harbor as a means of improving capacity of the North Harbor to accommodate additional berthing facilities and minimize the need for dredging should be studied. One possible method would be expansion of the existing culvert under Jetty Road.
11. Priority shall be given to developing recreation and visitor-serving commercial uses in the North Harbor area and improving public recreational boating facilities.
12. Upgrading and development of recreational boating support facilities should not jeopardize conservation of sensitive mudflat habitats in the North Harbor.
13. Additional restroom facilities should be provided in the North Harbor area.
14. A comprehensive wetland restoration program shall be undertaken as mitigation for the expansion of the harbor area (phase 2) as required by Sections 30233 and 30411 of the Coastal Act. Designation of the wetland areas to be restored and the extent of restoration necessary, has not been determined by the affected agencies at the time of the certification of this plan. However, Bennett Slough, Moro Cojo Slough, and Old Salinas River are potential

restoration areas. The State Department of Fish and Game, U. S. Fish and Wildlife Service, the Coastal Conservancy and the U. S. Army Corps of Engineers should be consulted and a habitat evaluation conducted, if necessary, to determine the measures required to implement this program. Mitigation measures might include such things as a new tide gate to control tidal flushing under Moss Landing Road, upstream Moro Cojo Slough flood control measures and widening of the Bennett Slough culvert. Completion of the wetland restoration program must be attained before harbor expansion in the Old Salinas River is allowed. Former wetlands that have been diked off from tidal influence but not filled should generally receive priority for restoration over diked and filled wetlands.

Harbor Development - Phase 2

15. After optimal use of existing facilities is made and the wetland restoration program is completed, expansion of the Harbor using the feasible least environmentally damaging alternative should be encouraged. Environmental impacts of harbor expansion must be mitigated to the maximum possible extent. All feasible road construction measures should be investigated to minimize damage to the sand dune habitat. Prior to extension of Sandholdt Road, a dune restoration program should be developed in cooperation with appropriate agencies and property owners. This program should under take the restoration of degraded dunes adjacent to the extended road by replanting with native vegetation and the installation of fences or other means of controlling public access between the road and the dunes.
16. Additional land-based harbor support facilities should be provided following any expansion of the harbor. Figure 2 designates the Harbor District property on the east side of the Old Salinas River Channel for the development of harbor support facilities that will include parking and restrooms. On the west bank of the channel Light Industrial development is proposed between Sandholdt Road and the bank.

5.4 RECREATION AND PUBLIC ACCESS

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

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

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

Opportunities for public access to the Island Beach are limited by inadequate parking and capacity constraints of Sandholdt Road and Bridge, as well as by the developed character of this area. Other areas where opportunities for improved public access and low intensity recreational use are Bennett and

Elkhorn Sloughs. The Moro Cojo Slough, by virtue of its proximity to Highway One, represents a potential recreational opportunity that could be appreciated by the public in addition to the areas above.

5.4.1 Key Policy

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

5.4.2 General Policy

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

5.4.3 Specific Policies

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

Priority 1

1. First priority should be given to improving recreational facilities and reversing the degradation of sand dune habitats at Moss Landing State Beach. To accomplish this objective, a management program should be developed that includes the provision of restrooms, firepits, fish cleaning facilities and improved parking areas with controlled pedestrian walkways to and over the dunes. Protective fencing and replanting of the dunes with native vegetation should be instituted. This will be accomplished by the California Department of Parks and Recreation generally as illustrated in Figure 4, and as further discussed in Section 4.3.6 C and Chapter 6 of this plan.
2. A management and restoration plan similar to that for Moss Landing State Beach, should be developed for Salinas River State Beach. The parking area at the end of Potrero Road should be improved to accommodate increased access to the beach.
3. Increased supervision of Moss Landing and Salinas River State Beaches should be provided by the State Department of Parks and Recreation and the Monterey County Sheriff's Department.

FIGURE 4
MOSS LANDING COMMUNITY PLAN

4. Educational displays and signs alerting visitors to the fragile nature of the dune environment and directing them to controlled accessways should be posted at major access areas at the two state beaches.
5. Improved bus scheduling to allow more frequent transit service to the state beaches and commercial center should be provided.

Priority 2

6. Consistent with the General Policy, the second priority for provision and improvement of public accessways should include Bennett Slough, Elkhorn Slough, Moro Cojo Slough, the Island beach, and the sand dunes south of the Moss Landing Marine Labs.
7. Controlled public access to Moro Cojo Slough and Bennett Slough should be provided after the wetlands restoration programs for these areas have been successfully implemented. Accessways should not infringe upon sensitive natural habitats. Provision of boardwalks constructed of permeable materials should be favored over foot trails where the potential for damage to wetlands habitats exists. Access to Moro Cojo Slough, including an improved parking facility, should be provided via Moss Landing Road and from the parking lot near the intersection of Moss Landing Road North and Highway One. Access to Bennett Slough, with education displays and viewing areas, should be provided via Jetty Road. Visual access shall also be maintained to these wetland areas.
8. Management responsibility for recreational use of the Elkhorn Slough area should be actively assumed by an agency or agencies with recreation management capabilities.
9. The State Department of Parks and Recreation is encouraged to evaluate the desirability of acquiring dune and beach properties at such time as they are offered for sale by the owner. A dune restoration program should be established, including protective fencing, replanting with native vegetation, and boardwalks constructed of permeable material to link parking areas and access sites with the shoreline. Controlled access points should be clearly marked, and educational displays developed to inform the general public about fragile dune habitats. The development of a dune habitat interpretive center should also be considered.
10. The potential for coastal dependent, low intensity recreational and educational use of the Old Salinas River Channel area should be studied.
11. Adequate on-site parking and public access to the beach should be a condition of development permit approvals on the Island.

5.5 ENERGY FACILITIES AND INDUSTRIAL DEVELOPMENT

Coastal dependent industries are given priority by the Coastal Act over other developments on or near the coastline. PG&E and the Kaiser facilities may expand within their existing sites in accordance with local air pollution control regulations and if consistent with the preservation of natural resources and sensitive wetland habitats. Special protection against the spillage of crude oil, gas, petroleum products, or other hazardous substances related to coastal dependent facilities must also be provided.

Reasonable options for upgrading and modernizing energy production and industrial facilities at PG&E and Kaiser Refractories, will not involve construction of off-site facilities. Future changes may include installation of 135 employee parking spaces just north of the main administration building, and closing the main entrance gate on Highway One and channeling all traffic to the access gate on Dolan Road.

Modernization plans for Kaiser call for relocation of the main point of access to and from the plant off Highway One to Dolan Road. Administration buildings and truck shipping/receiving areas will be relocated to this area, and construction of additional process waste storage ponds is anticipated. If PG&E marine terminal expansion occurs, some short-term construction-related impacts to Moss Landing State Beach and potential longer term impacts from construction of terminal support facilities could occur.

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

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

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

If the sale of OCS Leases occurs in the future, the risk of oil spills and their attendant biological impacts to Monterey Bay will increase, and some growth inducement related to onshore support facilities and crews may occur in Monterey County. OCS Leases in the Santa Cruz basin will have the potential to create significant adverse air quality impacts.

Opportunities to use waste heat for residential heating purposes in Moss Landing are limited. The two major potential uses are for fish and shellfish processing and for the processing at Kaiser Refractories. Short-run costs of developing insulated waste heat lines from PG&E to Kaiser or the fish processing plants may be prohibitive; however, long-term costs of this alternative versus heat generation from other energy sources should also be considered.

5.5.1 Key Policy

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

5.5.2 *General Policies*

1. Coastal dependent industrial facilities should be encouraged to expand within existing sites before off-site expansion is considered. Commercial fishing activities and aquaculture shall have priority over other types of coastal dependent industrial uses in Industrial areas. The Kaiser industrial facility at Moss Landing should be permitted to expand within the existing site subject to conforming to all other requirements of this plan, and other State and Federal regulations.
2. Future expansion, improvement or other development including fuels conversions at P.G.&E. or Kaiser Refractories, and any other heavy industry in the area shall be considered in accordance with master plans for these facilities. This master plan requirement shall not apply to emergency or administratively approved developments under section 30624 of the Coastal Act. The master plans shall be developed by the respective industries and submitted to Monterey County for review and approval prior to approval by the County of any required permits for these industries. The master plans shall address the long range development and operation of the facilities including physical expansion and new construction, major operational changes, changes in fuels or fuel delivery systems, circulation or transportation improvements, electrical power transmission, alternative development opportunities, environmental considerations, potential mitigation of adverse environmental impacts and conformance to all other policies of the North County LCP and other State and Federal regulations. Subsequent to approval of these master plans, permit requests not in conformity with the master plans shall be considered only upon completion and approval of necessary amendments to the master plan.

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

3. The least environmentally damaging alternative should be selected for on-site modernization and upgrading of existing facilities. When selection of the least environmentally damaging alternative is not possible for technical reasons, adverse environmental effects of the preferred alternative shall be mitigated to the maximum extent.
4. Modernization and expansion of industrial facilities shall be compatible with existing community land use patterns and circulation system capacities, planning objectives, and local air quality regulations in effect at the time of the granting of such approval for said expansion by the appropriate agencies.
5. Potentially hazardous industrial development shall not be located adjacent to developed areas.
6. Any nuclear plants shall avoid disruption of environmentally sensitive habitats and shall avoid seismic hazard areas. Conversion of heavy industries to coal technologies should be highly discouraged. Use of coal as a fuel should be considered only if other cleaner fuels become unavailable, and there are no resultant adverse impacts on agriculture and fishing. Should this occur, the most effective air pollution control technology available shall be utilized to ensure minimum sulfur dioxide.
7. To reduce traffic hazards, Highway One access for PG&E and Kaiser should be eliminated except in emergency. Major access for each facility should be developed on Dolan Road. This may require improvements to Dolan Road and Highway One.
8. The responsible government agencies shall periodically examine the effectiveness of PG&E's oil spill contingency clean-up plans for both on shore and off shore areas. One condition of possible future expansion of offshore tanker terminal mooring facilities should be the demonstrated effectiveness of oil spill contingency plans to minimize the environmental effects of

oil spills to the maximum extent feasible. Maximum protection of Elkhorn Slough must be provided.

9. The development of mariculture using existing warm water discharge should be encouraged.
10. All new heavy industry shall be coastal dependent.
11. Due to sensitive agricultural, fishing, recreational and environmental resources in the proximity of Moss Landing, additional development of polluting heavy industry shall not be permitted unless all adverse effects on these resources are fully mitigated.

5.5.3 Specific Policies

1. Due to sensitive agricultural and environmental resources in proximity of the PG&E and Kaiser plants which could be damaged by coal conversion, the plant should continue operation with the use of natural gas and oil fuels.
2. Methods should continue to be studied for improving efficiency and air emission controls at the PG&E and Kaiser plants by both the County and MBUAPCD.
3. In the event of future upgrading or modification of P G & E generating units 1-5, consideration should be given to continuing the cooling water discharge outfall for these units into the slough at their historical discharge rate. If the discharge rate is to be increased, environmental studies should be undertaken to determine the effect.
4. Additional Kaiser process storage ponds shall be limited to the area shown on Figure 5 and designed and located to avoid any adverse effects to wetland areas and agriculture. All feasible alternatives shall be examined to prevent loss of wetlands.
5. In the event that conversion of the PG&E power plant to a coal burning facility is necessary, effective mitigation measures to minimize adverse effects to air quality, public safety, agriculture, and aquaculture shall be required. A safe disposal site for coal ash and collected air pollutants shall be located away from inhabited areas and sensitive resources. Methods to reduce potentially significant environmental effects from runoff to an acceptable level shall be incorporated into the power plant and disposal site design.
6. Due to potential hazards related to geological conditions, proximity to populated areas, land use conflicts, and possible impacts on marine and estuarine environments, the PG&E site south of Potrero Road should not be considered a suitable location for future development of a nuclear power plant facility.
7. An atmospheric surveillance station shall be established in the Moss Landing vicinity by the Monterey Bay Unified Air Pollution Control District or the County of Monterey to monitor air pollution concentrations in addition to pertinent meteorological parameters.

FIGURE 5
MOSS LANDING COMMUNITY PLAN

8. As a condition of issuance of development permits, to industries with significant emissions, the County of Monterey shall require that an atmospheric surveillance station be established in the Moss Landing vicinity. This station should thereafter be operated by the MBUAPCD to monitor air pollution concentrations in addition to pertinent meteorological studies.
9. Further expansion of heavy industrial uses on the property owned by PG&E west of Highway One and east of the Moss Landing Harbor shall be limited to improvements or modifications that are compatible with the road right-of-way and visual policies of the plan.
10. Possible future development of a transmission line north from the PG&E power plant shall be shown to be compatible with research and educational use of the estuarine sanctuary, and potential environmental effects shall be reduced to an acceptable level before development is allowed.

5.6 VISUAL RESOURCES AND COMMUNITY CHARACTER

The intent of the Coastal Act is that the scenic and visual qualities of coastal areas should be considered and protected as a resource of public importance with full consideration to private property rights. Communities and neighborhoods that are popular visitor destination points for recreational uses or have highly scenic and historical features shall be protected and enhanced by new development.

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

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

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

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

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

5.6.1 Key Policy

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

5.6.2 General Policies

1. To protect the visual resources of Moss Landing, development should be limited wherever possible in scenic beach, dune, estuary, and wetland areas consistent with the resource protection policies of this plan.
2. The County should implement land use and zoning designations to protect and enhance the unique natural and cultural characteristics of the Moss Landing Community.
3. The County should maintain an identification survey and inventory program of historical sites and should maintain a registry program to protect and preserve historical land mark sites and districts.
4. As early as possible in the planning stage for a proposed development project, the County shall identify any historical, architectural, archaeological or cultural resources eligible for inclusion on historical registers which may be located within the project's potential impact area. Owners of the properties containing those resources shall be promptly notified. Guidelines for preservation, restoration or adaptive use of designated historic sites should be developed.
5. The "HR" Zoning District Ordinance should be applied to designated historical sites to ensure that new onsite development is compatible with existing historical resources and to maintain the special values and unique character of the historical properties.

5.6.3 Specific Policies

1. The highest priority should be given to preserving and maintaining all fish handling and processing facilities on the island. According to both the State Lands Commission Charter for the Moss Landing Harbor District and the Coastal Act mandate, it is imperative that commercial fishing activities be protected.
2. Where the preservation of designated historical buildings and landmarks is in jeopardy, the land and resource should be considered for acquisition by private or public organizations with the capacity to properly manage and supervise the property.
3. Design standards should be developed to address the most essential factors in conserving the visual, historic, and fishing port character of Moss Landing.
4. Scenic beaches, dunes, estuaries and wetlands should be zoned with a district that only allows structures associated with the recreational, educational and aquacultural use of the areas. Procedures and standards should be designated for review of the siting, design, landscaping, and grading for any structures proposed in these areas, including the proposed expansion of the harbor and its associated public and private commercial development.
5. Elkhorn Slough should be officially designated as a State Scenic Waterway, and its visual character should be preserved.
6. Views of the Moss Landing community, harbor and dunes from Highway 1 should be protected through regulation of landscaping and siting of new development adjacent to the highway to minimize the loss of visual access.

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

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

- a) Recreational Boating/Visitor-Serving - Design standards should enhance the recreational boating/visitor serving/restaurant character of the North Harbor area. To maximize views of the harbor, building heights should be single and two story. Structures should be small scale; the use of horizontal natural or painted wood siding should be encouraged; if soil conditions permit, utility lines for new structures should be placed underground; unsightly storage areas should be adequately screened and set back from the roadway; one restricted point of access from Highway 1 should be developed with a frontage road between the Highway and commercial/restaurant facilities in this area; parking areas should be upgraded.
- b) The Island - Design standards should enhance the commercial fishing and historical cannery character of this area. Building and bulk controls consistent with the low-lying vertical character (1 and 2 stories) and small scale of most of the buildings along the Island should be developed. Wall material should be limited to the use of natural wood for building facades near the cannery buildings. The "HR" Zoning District should be applied to the canneries where feasible, and other guidelines for preservation, should be applied as long as they do not conflict with the use of the buildings for commercial fishing purposes. Rehabilitation of existing structures and new development should include amenities for visitors such as pathways or boardwalks to the shoreline; removal or screening of unsightly storage areas. An off-street parking lot should be considered at the end of the Island, and new development proposals should provide off-street parking.
- c) Moss Landing Road - Design standards should enhance the antique shop and historical building character of the Moss Landing Road area. Height and bulk controls should be consistent with low vertical height (1 and 2 stories) and small scale of existing buildings. Wall material should be limited to wood siding, and design of new buildings should conform to the early American character of existing buildings. Historical preservation status should be applied to the Pacific Coast Steamship Company office. Utility lines should be placed underground where feasible. Opportunities to combine visitor serving commercial and residential development (first floor commercial and second floor residential) should be encouraged. Appropriate setback standards should also be developed.