



Monterey County Planning Commission

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

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MOSS LANDING COMMUNITY PLAN MEMORANDUM

Date: November 24, 2020

To: Monterey County Planning Commission
Interested Parties

From: Anna V. Quenga, Senior Planner 
Mike Novo, Management Specialist

Subject: December 2, 2020 Planning Commission Workshop
Draft Moss Landing Community Plan - Additional Information

During the previous Planning Commission workshop on the Moss Landing Community Plan (Plan), the Planning Commission continued the workshop to December 2 to finalize the discussions. We are providing three additional pieces of information:

- A summary of the Disposition of the Policies from the 1982 Moss Landing Community Plan Chapter (Attachment 1)
- Correspondence from Marc del Piero relating to culverts and water quality, which was discussed during the November 18 Workshop (Attachment 2)
- Goal Statements for each of the topic areas in the Moss Landing Community Plan chapter

Attached to this memo is the November 18, 2020 Planning Commission staff report and exhibits (Attachment 3).

1982 Policies-Disposition

The Disposition of Policies document identifies how each of the 1982 policies was considered and whether they were carried forward to the draft plan, modified, or not continued. The notations in bold associated with each policy is not an explanation of the thinking that went into it, but the final result. The notation "Not Needed" may mean that it is no longer an issue, or that the plan went in a different direction, or that the action was completed. We also noted "Carried Forward" and identified whether they were edited or remain as they were certified in 1982. Finally, we have a category of "Covered by Other Policies," which means they are either completely replaced by a new draft policy or partially covered by many policies. Typically, those policies are found throughout the North County Land Use

Plan. For those, we pointed to primary areas of the Plan where those policies are covered.

Correspondence

Correspondence from Marc del Piero, representing the Moss Landing Harbor District, was submitted to staff but not presented at the November 18th Planning Commission workshop. In summary, Mr. del Piero identifies an existing storm drain culvert (installed in the 1950's) located on Moss Landing Road at the southern corner of the Moss Landing Cemetery and asserts that the design of the culvert allows refuse to enter into the storm drain system which ultimately makes its way into the harbor. Near-term future improvements proposed by Monterey County Public Works includes the Moss Landing Road Storm Drain and Street Improvements - Phase I project. Mr. del Piero recommends that if improvements to this culvert are part of Public Works' project, the Planning Commission should consider directing staff to include this work in the Plan's narrative in the Public Services section. If replacement of the culvert is not part of the Public Works project and not discussed in the draft Plan, he requests staff add this discussion as recommended changes to the draft Plan to be considered by the Planning Commission.

In June 2001, the Monterey County Public Works Department, in consultation with Schaaf & Wheeler, prepared a "Community of Moss Landing Storm Drain Master Plan for County Roads" which identified existing deficiencies, storm drain improvement projects, cost estimates, storm water pollution prevention recommendations, and potential wetlands enhancement. The Public Works Phase I project is identified as "Project A" of this master plan and it appears that the culvert Mr. del Piero identifies is located within "Project C". The Community Plan is a policy-level document that recognizes long range plans, such as the Drainage Master Plan. The comment appears more project-specific. Policies in the draft Community Plan generally address drainage in conjunction with the sensitive environment in and around Moss Landing. Although there is not a near-term plan to make improvements to this section, staff could provide a general description of the master plan in the draft Plan, should it be the desire of the Commission.

Goal Statements

Goal statements are presented below to add to each section preceding the list of policies. These new Goals work in conjunction with the Key Policy and/or General Policy for each section to provide the overarching objectives upon which the Specific Policies are based. The Key and General policies, where included, were intended to serve as the goal statement, as patterned after the 1982 certified Land Use Plan and consistent with other chapters of the North County Land Use Plan. However, goal statements can be added to further summarize the vision for each of the policy sections.

Each of these goal statements would be added just prior to the Key or General Policy section, as applicable, for each topic area. For any sections that do not have Key or General Policies, the goal statement would be inserted prior to the Specific Policies section.

Section 5.2.2 Visual Resources and Community Character

Goal: Preserve the community's unique natural, cultural and visual resources, and protect the community and its visual and marine resources from inappropriate development.

Section 5.2.3 Historical, Archaeological and Tribal Cultural Resources

Goal: Identify and conserve the County's important cultural resources.

Section 5.2.5 Water Resources

Goal: Conserve and enhance the water supplies and adequately plan for the development and protection of these resources and their related resources for future generations.

Section 5.2.6 Hazards

Goal: Through proper site planning and construction, maintain the natural environment, monitor the latest information relating to climate change effects on the community, design proposed development to account for climate change, minimize loss of life, injury, damage to property, and avoid economic and social dislocation.

Section 5.3.2 Transportation

Goal: Plan for and promote a safe, effective and efficient transportation system that will serve all needs of the community, provide a safe pedestrian system throughout the community, and preserve rail line rights-of-way for future freight and passenger transport.

Section 5.3.3 Wastewater Management

Goal: Create a framework that allows all users access to the system while preserving the rights of every property to a share of the wastewater system capacity.

Section 5.4.9 Land Use

Goal: Promote appropriate and orderly reasonable growth while protecting community character and desirable existing land uses, protect the ocean and marine environments including expansion of marine research and education uses, preserve harbor activities and commercial fishing and boating, protect public access and water quality, promote a diverse economic base, and encourage development that maintains environmental quality and is economically beneficial to the area.

Section 5.5.1 Recreation and Public Access

Goal: Plan for public access and recreational opportunities that ensure existing public access facilities are maintained, while protecting habitat, preserving natural scenic resources, and working with State Parks and landowners toward this goal.

Section 5.5.2 Parking Facilities

Goal: Plan development of private property with adequate parking to meet the demand of each use and for public access locations.

Attachment 1

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Disposition of Policies from 1982
Moss Landing Chapter
(Chapter 5 only)



NORTH COUNTY

LAND USE PLAN

LOCAL COASTAL PROGRAM CERTIFIED JUNE 1982
MONTEREY COUNTY, CALIFORNIA

For December 2, 2020
Planning Commission Workshop

5.3 COMMERCIAL FISHING & RECREATIONAL BOATING FACILITIES

5.3.1 Key Policy

[Covered by Other Policies—section 5.4.9 and NCLUP sections 2.2 and 2.3] 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. **[Carried Forward as Policy 5.4.9.B.2—no change]** 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. **[Covered by Other Policies—section 5.4.9]** 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. **[Covered by Other Policies—section 5.4.9]** 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. **[Carried forward as Policy 5.4.9.B.1 with edits; Covered by Other Policies—section 5.5.1 and NCLUP section 6]** Use of existing land-based facilities that support commercial boating should not jeopardize the protection of public access to the shoreline.
5. **[Carried forward as Policy 5.4.9.B.2 with edits; Covered by Other Policies—section 5.5.1 and NCLUP section 6]** Use of existing piers for access and recreational purposes should be encouraged when compatible with commercial fishing uses.

5.3.3 Specific Policies

[Not Needed—through discussions with Harbor District] 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. **[Carried Forward as Policy 5.4.9.I.4 with edits]** 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. **[Carried Forward as Policy 5.4.9.B.8-no change]** Legal remedies should be investigated to prevent berthing of unseaworthy boats in the harbor and abandonment of boats in dry storage areas.

3. **[Carried Forward as Policy 5.2.6.F.2 with edits]** Bulkheading to prevent erosion and to maximize use of available shoreline should be provided along the west bank of the South Harbor.
4. **[Carried Forward as Policy 5.4.9.B.7-no change]** 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. **[Carried Forward as Policy 5.4.9.E.2-no change]** Provision of an additional boat fueling facility should be considered.
6. **[Carried Forward as Policy 5.4.9.B.5 with edits]** The Sandholdt Pier should be considered for renovation as a fishing pier.
7. **[Carried Forward as Policy 5.4.9.E.3 with edits]** 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. **[Carried Forward as Policy 5.2.6.F.3 with edits]** 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. **[Covered by Other Policies—section 5.4.9]** 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 northwest end of the island.
10. **[Not Needed from discussions with Harbor District; Covered by Other Policies—section 5.4.9]** 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. **[Covered by Other Policies—sections 5.4.9 and 5.5.1]** Priority shall be given to developing recreation and visitor-serving commercial uses in the North Harbor area and improving public recreational boating facilities.
12. **[Covered by Other Policies—NCLUP sections 2.3 and 2.4]** Upgrading and development of recreational boating support facilities should not jeopardize conservation of sensitive mudflat habitats in the North Harbor.
13. **[Carried Forward as Policy 5.4.9.B.6 with edits]** Additional restroom facilities should be provided in the North Harbor area.
14. **[Not Needed—through discussions with Harbor District]** 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. **[Not Needed—through discussions with Harbor District]** 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. **[Not Needed—through discussions with Harbor District; Covered by Other Policies—section 5.4.9]** 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

5.4.1 Key Policy

[Carried Forward as Policy 5.5.5.A.1 with edits] 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

[Carried Forward as Policy 5.5.1.B.1-no change] 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. **[Covered by Other Policies—sections 5.4.9 and 5.5.1; NCLUP sections 2.3 and 6]** 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. **[Covered by Other Policies—sections 5.4.9 and 5.5.1; NCLUP sections 2.3 and 6]** 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. **[Not Needed]** 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.
4. **[Covered by Other Policies—section 5.5.1 and NCLUP sections 2.3 and 6]** 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. **[Covered by Other Policies—section 5.3.2]** Improved bus scheduling to allow more frequent transit service to the state beaches and commercial center should be provided.

Priority 2

6. **[Covered by Other Policies—section 5.5.1 and NCLUP section 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. **[Covered by Other Policies—section 5.5.1 and NCLUP section 6]** 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. **[Covered by Other Policies—NCLUP section 6]** Management responsibility for recreational use of the Elkhorn Slough area should be actively assumed by an agency or agencies with recreation management capabilities.
9. **[Not Needed; Covered by Other Policies—NCLUP section 6]** 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. **[Covered by Other Policies—sections 5.4.9, 5.5.1 and NCLUP section 6]** The potential for coastal dependent, low intensity recreational and educational use of the Old Salinas River Channel area should be studied.
11. **[Covered by Other Policies—sections 5.4.9, 5.5.1 and NCLUP section 6]** 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

5.5.1 Key Policy

[Carried Forward as Policy 5.4.9.A.1 with edits] 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. **[Covered by Other Policies—section 5.4.9]** 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. **[Covered by Other Policies—section 5.4.9; Not Needed]** 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. **[Covered by Other Policies—section 5.4.9 and NCLUP sections 2 and 4; California Environmental Quality Act]** 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. **[Covered by Other Policies—section 5.4.9 and entire plan]** 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. **[Covered by Other Policies—section 5.4.9]** Potentially hazardous industrial development shall not be located adjacent to developed areas.
6. **[Not Needed]** 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. **[Covered by Other Policies—section 5.3.2]** 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.

[Not Needed] 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.
8. **[Not Needed??any warm water discharges anymore?]** The development of mariculture using existing warm water discharge should be encouraged.
9. **[Not Needed]** All new heavy industry shall be coastal dependent.
10. **[Covered by Other Policies—section 5.4.9 and NCLUP sections 2 and 4; California Environmental Quality Act]** 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. **[Not Needed]** 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. **[Not Needed]** 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. **[Carried Forward—last sentence only to Policy 5.4.9.G.1 with edits]** 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. **[Not Needed; Covered by Other Policies—NCLUP section 2.3]** 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. **[Not Needed]** 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. **[Not Needed]** 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. **[Not Needed]** 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.
8. **[Not Needed]** 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. **[Covered by Other Policies—sections 5.2.2, 5.3.2 and 5.4.9; NCLUP section 6]** 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. **[Covered by Other Policies—NCLUP sections 2.2 and 2.3; Proposed NCLUP Policy?? Didn't we propose that?]** 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

5.6.1 Key Policy

1. **[Carried Forward as Policy 5.2.2.A.1 with edits]** 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. **[Covered by Other Policies—NCLUP section 2.2]** 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. **[Covered by Other Policies—NCLUP section 2.2]** 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. **[Covered by Other Policies—NCLUP section 2.9]** The County should maintain an identification survey and inventory program of historical sites and should maintain a registry program to protect and preserve historical landmark sites and districts.
4. **[Covered by Other Policies—section 5.2.3]** 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. **[Covered by Implementation Plan—section 20.144.160]** 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. **[Carried Forward as Policy 5.4.9.I.1 with edits]** 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. **[Covered by Other Policies—NCLUP sections 2.9 and 7]** 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. **[Covered by Other Policies—section 5.2.2]** Design standards should be developed to address the most essential factors in conserving the visual, historic, and fishing port character of Moss Landing.

4. **[Covered by Other Policies—sections 5.4.9, 5.5.1, and NCLUP section 6]** 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. **[Covered by Other Policies—sections 5.2.2, 5.5.1 and NCLUP sections 2.3 and 6]** Elkhorn Slough should be officially designated as a State Scenic Waterway, and its visual character should be preserved.
6. **[Carried Forward as Policy 5.2.2.B.1—no change]** 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. **[Covered by Other Policies—section 5.2.2 and NCLUP section 2.2; Board of Supervisors Resolutions for Land Use Advisory Committees]** 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.

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Attachment 2

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From: mjdelpiero@aol.com
To: [Quenga, Anna V. x5175](#); mike@mike.bike; [Novo, Mike x5176](#)
Subject: MLCP - Re: Monterey County Planning Commission Agenda - Wednesday November 18, 2020
Date: Thursday, November 12, 2020 12:16:04 PM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

ANNA - Hi Anna. Marc Del Piero here. I have a question and I hope that you can answer it.

We (Moss Landing Harbor District) were talking about the upcoming hearing and the issue of storm drains under Moss Landing Road came up.

*****There is a storm drain that carries the runoff from the Moss Landing Heights subdivision (and from farmlands adjacent to Potrero Road) to a culvert under Moss Landing Road (south end) that is located along the road at the south corner of the Moss Landing Cemetery. That old culvert (it was put in the the 1950's) ultimately drains a lot of garbage into the Moro Cojo Slough because it is not a properly designed catch basin with a grate covering the hole.**

That storm drainage (and the refuse in it) ultimately ends up in the Harbor.

*****I believe that there is a County storm drain maintenance district covering Moss Landing Heights subdivision that is, and can be, used to pay for that improvement. Moreover, that culvert, I believe, is subject to the General Stormwater Permit governing county storm drains that is issued by the Regional Water Quality Control Board. It would not be a big project but it would certainly and significantly improve the water quality of the runoff into the Moro Cojo Slough.**

I know that there is a plan for the north end of Moss Landing Road, but it would be great if you could include a reference in the Moss Landing Community Plan update indicating the need for a re-constructed "catch basin" to be installed where the current culvert is (in front of the cemetery adjacent to the west side of Moss Landing Road) to control runoff and garbage from ultimately draining into the Moro Cojo Slough.

If this storm drain/catch basin improvement is already included in the Plan, could you direct me to the section where it is located.

If it is not currently in the draft, could the staff add this into the recommendations for the Planning Commission because adding this provision will significantly improve water quality in the Slough and the Harbor.

Thanks, Marc Del Piero

-----Original Message-----

From: Magana, Sophia x5305 <MaganaS@co.monterey.ca.us>
Sent: Tue, Nov 10, 2020 2:52 pm
Subject: Monterey County Planning Commission Agenda - Wednesday November 18, 2020

Good Afternoon,
Please see the attached Agenda for the November 18, 2020 Planning Commission Meeting.

The following projects are scheduled:

- PLN180362 – Eaton (AT&TMobility)
- PLN190201 – Cooper (Lot B)
- PLN190202 – Cooper (Lot A)

1:30 P.M. Scheduled Matters:

- GPZ090005 – Moss Landing Community Plan Update
- Consider and Approve the 2021 Monterey County Planning Commission Meeting Dates

Please note, due to COVID-19, the Monterey County Planning Commission will be held by teleconference. The Zoom Meeting Info. can be found below and additional details/instructions are included in the attached Agenda.

Join Zoom Meeting Via Computer:

[https://montereycty.zoom.us/j/97218082567?
pwd=NFNZaThxNVE4UnRPN3FKUjgxOXZqUT09](https://montereycty.zoom.us/j/97218082567?pwd=NFNZaThxNVE4UnRPN3FKUjgxOXZqUT09)

Password: 939383

Join Via Phone Audio:

Dial: 1-669-900-6833

Meeting ID: 972 1808 2567

Thank you,

Sophia Magana / Senior Secretary

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