

Exhibit A

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EXHIBIT A DISCUSSION

BACKGROUND

The North County Land Use Plan (NCLUP) was adopted by the Board of Supervisors on April 28, 1982 and the plan was later certified by the California Coastal Commission on June 4, 1982. The Monterey County Coastal Implementation Plan, Part 2, Regulations for Development in the North County Land Use Plan Area (CIP) was adopted by the Board of Supervisors on January 5, 1988 and certified by the California Coastal Commission on December 10, 1987. The Moss Landing Community Plan (MLCP) is found in Chapter 5 of the NCLUP and implementing regulations are found in Section 20.144.160 of the CIP.

In 2008, the County was notified of several new development proposals in Moss Landing. This presented an opportunity to look at the 1982 MLCP and develop an update to its policies in areas where the goal/direction may be out of date, to reflect the current land uses, and provide direction for future development in the community. Formation of the Moss Landing Community Plan Update Committee (Committee) was the first step of this work. The Committee provided recommendations, with input from the public, for the MLCP Update (**Exhibit H**) through the consideration of development opportunities, infrastructure constraints, and several prospective projects with the overall goal of preserving Moss Landing's unique community character. The Committee's recommendation and public response was to pursue a moderate growth scenario.

The 2009 Committee's recommendations relative to the topics presented today include: 1) provide for pedestrian circulation such as sidewalks along Moss Landing Road and Sandholdt Road, 2) create bicycle/pedestrian paths along waterways that avoid environmentally sensitive habitat, 3) create a pedestrian connection between downtown and the commercial area along Highway 1 across the Moro Cojo Slough, 4) develop at least one access point onto the beach that is accessible to persons with disabilities, and 5) create pedestrian friendly connections between developments.

Staff commenced work on drafting an update to the plan with the 2009 Committee's recommendations incorporated and a public draft was circulated for review in October 2012 and work on the environmental document began. Refinement of the plan continued, and revised plans were drafted and circulated in 2014, 2015, and 2017.

CURRENT WORK

Numerous comments on the circulated 2015 draft were received that most of the 2009 Committee's recommendations were no longer in the plan. Planning staff was tasked to go through the policies and make necessary modifications to incorporate those recommendations. In addition, staff brought the community in on policy discussions to ensure their concerns are addressed and the community's needs are met. To this date, seven community meetings have been held to discuss policies relative to:

- Sea level rise and climate change,
- Visual resources and community character,
- Historical resources,
- Tribal cultural and archaeological resources,

- Biological resources,
- Noise,
- Transportation,
- Pedestrian and bicycle facilities,
- Public transit/rail services,
- Public access and Recreation,
- Land use (partial), and
- Wastewater (partial).

Members of the public that reside, manage businesses, work, and recreate in the community; organizations and associations interested in the community; and local and state agencies have been participating in these meetings. Attendance suggests that participation is based on interest of the agenda item of discussion. This may be attributed to the time commitment necessary to meet twice a month.

For the topics relative to this workshop (pedestrian and bicycle facilities, public transportation, rail service, noise, and public access and recreation) community meeting attendance included community residents, business owners (Elkhorn Slough Safari and Whispering Charters), Moss Landing Harbor District (staff, board members, and representative), research facilities and their representatives (MBARI), Monterey County Supervisorial District 2 staff, Friends, Artists and Neighbors of Elkhorn Slough (FANS) and their representative, Ohlone Costanoan Esselen Nation (OCEN), Elkhorn Slough Foundation, Association of Monterey Bay Area Governments (AMBAG) staff, Transportation Agency for Monterey (TAMC) staff, and RMA-Public Works and Facilities staff.

PLANNING COMMISSION WORKSHOP DISCUSSION

The discussion below presents the Commission with a set of policies organized by topic. Applicable policy information from the North County Land Use Plan (NCLUP) and direction of the 2009 Committee is included for each policy topic to provide the Commission with context. The intent of each policy is first summarized followed by a table containing the 2017 MCLP draft policy language, staff's recommended language, and a blank column for the Commission to notate any recommended language and/or changes. Following the table is a narrative explaining earlier discussions, modification to language, and the resulting draft policy for the Commission's consideration. The matrices finalized after the community meetings, but prior to this workshop, contain strikeout and underline text, are attached to allow the Commission a clear comparison (**Exhibits B through F**).

TOPIC 1: PEDESTRIAN AND BICYCLE FACILITIES

On October 30, 2018, policies addressing the pedestrian and bicycle facilities were discussed at a community meeting. Nineteen members of the public were in attendance; staff received oral comments as well as one written comment.

NCLUP – There are no policies that address pedestrian connections in the NCLUP. Policies 3.1.3.6 and 3.1.4.2 state that bicycle shoulders, and options for bicycle shoulders, along Dolan Road should be provided and evaluated.

2009 BOS Committee – The primary issue identified by the Committee was the lack of connectivity between the different areas of Moss Landing. For example, the North Harbor area is fragmented from the rest of the community by the Elkhorn Slough and Highway 1, the Moss Landing Business Park is separated by Highway 1 and the lack of safe pedestrian crossing, and pedestrian connection between the residential area (“The Heights”) and downtown is limited by the lack of sidewalks and streetlights. Therefore, the Committee recommended that efforts should be made to enhance pedestrian and bicycle connections and to install sidewalks and streetlights.

Policy No. NCLUP-ML-3.8

The intent of this policy is to ensure road improvements on the portion of the community west of Highway 1 include design features for pedestrian connectivity. Prior to the community meeting staff modified the language based on the 2009 Committee input. Coastal Commission staff recommended that the policy be re-written with a more active voice.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall develop a plan and funding strategy for the improvement of Moss Landing Road that includes improved on-street parking and sidewalks, and adding sidewalks along Sandholdt Road. The corridor may also include the Monterey Bay National Marine Sanctuary Scenic Trail.	The County of Monterey shall develop a plan and funding strategy for the improvement <u>and maintenance of Moss Landing Road and Sandholdt Road as a pedestrian connection corridor. The plan for this corridor shall</u> that includes improved on-street parking, <u>bicycle facilities, and sidewalks; including extending sidewalks and bicycle facilities to connect to the Heights residential neighborhood. Where the right of way is constrained, bicycle and pedestrian facilities are prioritized over on-street parking.</u> and adding sidewalks along Sandholdt Road. The corridor may <u>shall</u> also include the Monterey Bay National Marine Sanctuary Scenic Trail.	

Community Recommendation Narrative – One member in attendance suggested that the policy omit any reference to funding. Most members of the community suggested modification that added more detail to efforts the policy should achieve.

Staff's Recommendation Narrative – A funding strategy would be part of developing a plan, but it does add more specific direction for what is expected. Staff recommends the Commission consider the language suggested at the community meeting with the following modifications: 1) retain the reference to funding and 2) revise “may” in the last sentence to “shall”. This would define what is to be included in the “corridor plan” and ensure the downtown area is part of the Monterey Bay National Marine Sanctuary Scenic Trail, resulting in a holistic pedestrian connection for both the community and the general public passing through the area.

Policy No. NCLUP-ML-3.9

The intent of this policy is address public access to recreation facilities. Therefore, discussion of this policy will occur under Topic 5: Public Access and Recreation.

Policy No. NCLUP-ML-3.10

The intent of this policy is address public access to recreation facilities. Therefore, discussion of this policy will occur under Topic 5: Public Access and Recreation.

TOPIC 2: PUBLIC TRANSPORTATION

On October 30, 2018, policies addressing public transportation were discussed at a community meeting. Nineteen members of the public were in attendance; staff received oral comments as well as one written comment.



Figure 1. MST Transit Stops in Moss Landing

As shown in **Figure 1** above, there are 3 existing bus stops in the community. Pursuant to the Monterey-Salinas Transit's website (<https://mst.org/maps-schedules/route-list/>), there are 3 bus lines with limited frequency that stop in Moss Landing. The 27 Watsonville-Marina runs from 7:29am to 7:29pm on weekdays and 6:05am to 6:05pm on weekends with stops every 2 hours. On weekdays (Saturday has a similar schedule) the 28 Watsonville-Salinas runs from 7:10am to 9:38pm (north bound) and from 7:10am to 10:18pm (south bound) with stops every 2 hours until approximately 7:30pm when the frequency is raised to every hour. However, on Sundays, the 28 runs from 7:06am to 7:06pm (north bound and south bound) with stops every 2 hours. The 78

Presidio-Santa Cruz Express makes 2 stops on weekdays, approximately 5:00am and 5:45pm with no stops during the weekends.

NCLUP – Key Policy 3.1.1 states that public transit should be expanded to provide a viable transportation alternative. General Policy 3.1.2.6 states that where necessary, the capacities of roads and public transit systems should be expanded to serve the transportation demand of areas specifically planned for concentrated development. Specific Policy 3.1.3.5 states that a program should be undertaken to provide public transit service to Royal Oaks Park, Manzanita Park, the North County State beaches, and Moss Landing when feasible. Service should be at a level that is adequate to attract ridership and provide an alternative to automobile transportation.

2009 BOS Committee – The committee did not make any recommendations specific to public transportation. However, they did recommend that all transportation planning along Highway 1 needs to be done in the context of a Corridor System Management Plan.

Policy No. NCLUP-ML-3.11

This policy is intended to allow for increased transit service to the community with safe access to Highway 1 and Moss Landing Road.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall work with MST to provide improved bus service to Moss Landing, including the re-routing of MST buses along Moss Landing Road and the construction of new bus stops along that corridor to provide access to the re-routed buses. The re-routing of buses should only be instituted after transportation improvements are constructed that allow safe access to State Route 1 from Moss Landing Road.	The County of Monterey shall work with <u>transportation agencies</u> MST to provide improved bus <u>transit</u> service to Moss Landing, including the re-routing of <u>Monterey-Salinas Transit</u> buses along Moss Landing Road and the construction of new bus stops along that corridor to provide access to the re-routed buses. The re-routing of buses should only be instituted after transportation improvements are constructed that allow safe access to State Route 1 from Moss Landing Road.	

Community Recommendation Narrative – The community suggested minor edits to the language. Residents did note that the community lacked frequent, user-friendly, and safe access to public transit. This results in a deterrence rather than encouragement of its use.

Staff’s Recommendation Narrative – Staff finds the community’s modifications acceptable.

Policy No. NCLUP-ML-6.7

This policy is intended to provide low cost transportation to recreational facilities in Moss Landing.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall work with Monterey–Salinas Transit to improve bus scheduling to allow more frequent transit service to the state beaches and Moss Landing’s village center.	No change.	

Community Recommendation Narrative – The community finds the 2017 language acceptable.

Staff’s Recommendation Narrative – Staff suggests no modification to the 2017 language.

TOPIC 3: RAIL SERVICE

On October 30, 2018, policies addressing rail service were discussed at a community meeting. Nineteen members of the public were in attendance; staff received oral comments as well as one written comment.



Figure 2. Rail Spurs in Moss Landing

As demonstrated in **Figure 2** above, there are 3 rail spurs that end in Moss Landing, a spur along Dolan Road, a spur that terminates within the power plant property, and a spur that terminates within the Moss Landing Business Park. To staff's knowledge, none of these spurs are currently being used.

NCLUP – The only policies in the NCLUP relative to railroads are those that address maintaining railroad levees and beds (Policies 2.4.3.2 and 2.4.3.3).

2009 BOS Committee – There are no recommendations from the committee relative to rail service or railroads.

Policy No. NCLUP-ML-3.12

The intent of this policy is to retain the existing rail lines and spurs in the community.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall, in coordination with Union Pacific Railroad, work to retain the railroad branch line and spurs that serve Moss Landing, along with its necessary supporting facilities. Improvements to this branch line shall include measures to insure rail safety through the wetlands, including: replacement of outmoded bridges, contingency plans for spills, and restoration of wetland within causeways.	The County of Monterey shall, in coordination with Union Pacific <u>R</u> railroad <u>and property owners</u> , work to retain the railroad branch line and spurs that serve Moss Landing, along with its necessary supporting facilities. Improvements to this branch line <u>spurs</u> shall include measures to insure rail safety through the wetlands, including: replacement of outmoded bridges, contingency plans for spills, and restoration of wetland within causeways.	

Community Recommendation Narrative – The community suggested revising the language to be more general and identify a commitment to coordination with both the railroad and property owners.

Staff's Recommendation Narrative – Staff finds the community's modifications acceptable.

Policy No. NCLUP-ML-3.13

The intent of this policy is to identify the County's commitment to support initiatives for regional transportation planning. Improvements to existing rail service, and other alternative modes of transportation, would help to reduce vehicular traffic congestion locally and regionally.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall support and participate in initiatives for regional transportation planning, improved rail service, expanded transit service, demand reduction, and providing signing and other travel instructions that implement the Moss Landing Community Plan to the extent that resources allow.	The County of Monterey shall <u>consider supporting and participating</u> in initiatives for regional transportation planning, improved rail service, expanded transit service, demand reduction, and providing signing <u>signage</u> and other travel instructions that implement the Moss Landing Community Plan to the extent that <u>sensitive natural</u> resources <u>are avoided</u> allow .	

Community Recommendation – The community suggested minor modifications to the 2017 language. However, the community did not achieve consensus on wording for the last sentence. Some members suggested the language state that sensitive natural resources be “avoided” while other suggested impacts to those resources be “mitigated”.

Staff’s Recommendation – Prior to the community meeting, staff discussed the policy language with Coastal Commission, TAMC, and RMA-Public Works and Facilities staff. Coastal Commission staff recommended deletion because the policy was not directive. However, TAMC and Public Works suggested keeping the policy as it would help the County with obtaining grants and funding through government programs. Staff recommends keeping the policy and seeks direction from the Commission on the last sentence. In addition, “sensitive natural resources” does not include man-made resources such as archaeological, tribal cultural, and historic.

TOPIC 4: NOISE

On October 3, 2018, policies addressing noise were discussed at a community meeting. Fourteen members of the public were in attendance; staff received oral comments as well as one set of written comments.

NCLUP – Policies in the NCLUP relative to noise focus on 1) land use compatibility and methods to reduce impacts, such as noise buffering in residential areas where there is public access through or adjacent to the property and 2) noise abatement and/or restricted hours for construction activities, industrial, and public and commercial recreational uses that would affect rare and endangered birds (Policies 6.4.H.2 and 2.3.2.10).

2009 BOS Committee – There are no recommendations from the committee relative to noise.

Policy No. NCLUP-ML-5.20

This policy is intended to ensure new residential development includes design techniques that would maintain acceptable interior noise levels.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall require new residential development, not including remodels, within 400 feet of the centerline of State Route 1 to prepare an acoustical report containing, among other things, design recommendations to maintain interior noise levels at 45 dBA Ldn or less.	The County of Monterey shall require new residential development, not including the demolition/rebuild of <u>habitable structures but excluding</u> remodels, within 400 feet of the centerline of State Route 1 to prepare an acoustical report containing, among other things, design recommendations to maintain interior noise levels at 45 <u>decibels (dBA) day-night average sound level (Ldn)</u> or less.	

Community Recommendation Narrative – The community did not suggest modification to staff’s recommendation but did inquire where the policy came from. Based on a memo dated July 9, 2014 from RMA-Planning staff to Moss Landing Community Plan Participants, this policy was part of substantive revisions intended to improve and clarify the plan.

Staff’s Recommendation Narrative – Based on staff’s research, properties within 400-feet of the centerline of SR1 that are zoned residential are all developed. Therefore, staff suggests modification of the 2017 language to also include the demolition/rebuild of habitable structures. The policy would affect approximately 8 parcels in the Heights neighborhood and any residential associated with commercial/mixed use properties along Moss Landing Road and industrial properties on the east of Highway 1 that would allow for residential development.

New Policy

The preceding policy addresses noise impacts relative to residential development. Therefore, a new policy was added to address noise from all types of new development and their compatibility with existing development.

2017 Version	Staff Recommendation	Planning Commission Input
N/A	Proposed development resulting in new noise levels that exceed standards established in the Monterey County Code shall incorporate site planning and design elements necessary to minimize noise impacts on surrounding land uses and reduce indoor noise to an acceptable level.	

Community Recommendation Narrative – The community suggested minor revisions to staff’s language; design elements shall “achieve noise standards” instead of “minimize noise impacts”.

Staff’s Recommendation Narrative – Staff suggests the language presented above. Staff will include standards and define the terms in the regulations (CIP).

TOPIC 5: PUBLIC ACCESS AND RECREATION

On November 13, 2018, policies addressing public access and recreation were discussed at a community meeting. Thirteen members of the public were in attendance; staff received oral comments as well as one set of written comments. The policies below include two that were discussed as part of pedestrian and bicycle facilities; however, based on the community's recommendation, they are now made part of public access and recreation.



Figure 3. MLCP Update Public Access & Recreation Map

NCLUP – Chapter 6 of the NCLUP addresses public access and recreation. In addition, both are mentioned throughout the plan. Key Policy 6.2 states that public access to the shoreline and along the coast shall be protected and provided, and opportunities for recreational hiking access shall be enhanced. Future access and improvements to existing access must be consistent with the overriding objective of protecting environmentally sensitive habitats and other sensitive coastal resource areas. The plan identifies major and secondary access areas, which should enhance general recreational opportunities; this includes trails, bike routes, and access to the shoreline.

2009 BOS Committee – The primary issue identified by the committee is the fragmented connectivity resulting from human and natural made barriers. It was recommended that bicycle and pedestrian paths along waterways that avoid impacts upon environmentally sensitive habitat be created, develop at least one access point onto the beach that is accessible to persons with disabilities, and to connect developments in a pedestrian friendly manner through design/improvements such as picnic tables and benches.

Policy No. NCLUP-ML-3.9

The intent of this policy is to provide ADA accessible access to the beach south of Sandholdt Bridge and other areas owned by State Parks.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall work with property owners and California State Parks to provide beach access in the area immediately south of Sandholdt Bridge that is accessible to persons with disabilities, and in other areas owned by State Parks. This access may be combined with a part of the Monterey Bay National Marine Sanctuary Scenic Trail.	The County of Monterey shall work with property owners and California State Parks to provide beach access in the area immediately south of Sandholdt Bridge that is accessible to persons with disabilities, and in other areas owned by State Parks. This access may be combined with a part of the Monterey Bay National Marine Sanctuary Scenic Trail.	

Community Recommendation Narrative – The community recommended that alignment of the Monterey Bay National Marine Sanctuary Scenic Trail (bicycle trail) be eliminated along the coast (see “Alternative Trail Route” identified in **Figure 2** above).

Staff’s Recommendation Narrative – Staff recommends the language move forward as modified. During further discussion at the community meeting, both staff and members present felt that the ideal route of the bicycle trail be through downtown (via Moss Landing Road) and/or along Highway 1.

Policy No. NCLUP-ML-3.10

The intent of this policy is to require new development provide additional public access on the Island.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall require new development on the Island to incorporate pedestrian connections to the beach into site plans and provide other improvements such as picnic tables or benches.	Delete.	

Community Recommendation Narrative – At first, the community suggested modified language. However, after further discussion the community suggested that the policy could be deleted because the three existing access points are adequate.

Staff's Recommendation Narrative – Staff recommends deletion of the policy based on community input and existing policies for the protection of public access in the NCLUP and Coastal Act. In addition to the three access points in the developed portion of the Island, the State Beach just south of the Island also provides public access. This existing access meets the needs identified by the community and required by the Coastal Act.

Policy No. NCLUP-ML-6.1

This policy is intended to permanently protect and maintain major public access areas.

2017 Version	Staff Recommendation	Planning Commission Input
Major access areas, whether in public or private ownership shall be permanently protected for long-term public use. They shall be improved where necessary and managed properly. Major access locations are: a) Jetty Road - access to Bennett Slough and Moss Landing State Beach b) Sandholdt Road - access to "The Island" beaches and North Harbor c) Moss Landing Marine Lab - access to beach d) Potrero Road - access to Salinas River State Beach	Delete.	

Community Recommendation Narrative – The community agreed that the policy should be deleted from the MLCP, but suggested Policy 6.3.1(3) of the NCLUP be modified. The reference to “North Harbor” is incorrect. Instead, it should be “South Harbor”.

Staff's Recommendation Narrative – Staff suggests deletion from the MLCP as it is already covered under Policy 6.3.1 of the NCLUP and modification to the NCLUP as suggested by the community.

Policy 6.3.1 of the NCLUP states: *“Major access areas, whether in public or private ownership shall be permanently protected for long-term public use. They shall be improved where necessary and managed properly. Major access locations are:*

- (1) Giberson Road - access to Zmudowski State Beach*
- (2) Jetty Road - access to Bennett Slough and Moss Landing State Beach*
- (3) Sandholdt Road - access to "The Island" beaches and North Harbor*
- (4) Moss Landing Marine Lab - access to beach*
- (5) Potrero Road - access to Salinas River State Beach*
- (6) Monterey Dunes Way - access to Salinas River State Beach*
- (7) Kirby Park - access to Elkhorn Slough”*

Policy No. NCLUP-ML-6.2

This policy is intended to permanently protect and maintain secondary public access areas.

2017 Version	Staff Recommendation	Planning Commission Input
<p>Secondary access areas which, because of natural or man-made constraints are suitable for limited public use shall also be protected for such use. When new access is provided or existing access is formalized or expanded, an appropriate public agency or private organization must assume management responsibility for public use, or agreements concerning such responsibility must be reached with landowners.</p> <p>Secondary access areas are:</p> <ol style="list-style-type: none"> a) North Harbor Commercial area - access to Elkhorn Slough and North Harbor b) Moss Landing Road - access to Moro Cojo Slough 	Delete.	

Community Recommendation Narrative – The community agreed that the policy should be deleted from the MLCP.

Staff's Recommendation Narrative – Staff suggests deletion from the MLCP as it is already covered under Policy 6.3.2 of the NCLUP, which states: *“Secondary access areas which, because of natural or man-made constraints, are suitable for limited public use shall also be protected for such use. When new access is provided or existing access is formalized or expanded, an appropriate public agency or private organization must assume management responsibility for public use, or agreements concerning such responsibility must be reached with landowners. Secondary access areas are:*

- (8) McGowan Road - access to Pajaro River
- (9) Trafton Road - access to Pajaro River
- (10) Struve Road - access to Bennett Slough and Struve Pond
- (11) Skippers - access to Elkhorn Slough and North Harbor
- (12) Highway One Bridge-access to Elkhorn Slough
- (13) Moss Landing Road - access to Moro Cojo Slough
- (14) Twin Bridges - access to Salinas River
- (15) Molera Road - access to Tembladero Slough and Old Salinas River
- (16) Nature Conservancy - access to Elkhorn Slough
- (17) Elkhorn Road Bridge - access to Elkhorn Slough
- (18) Hudson Landing Road - access to Elkhorn Slough
- (19) Porter Ranch - access to Elkhorn Slough
- (20) Elkhorn Slough Estuarine Sanctuary - access to Elkhorn Slough
- (21) Castroville Boulevard - access to Moro Cojo Slough
- (22) Salinas River Mouth - access to Salinas River State Beach
- (23) Salinas Wildlife Area - access to Salinas River lagoon and beach”

Policy No. NCLUP-ML-6.3

This policy is intended to ensure future public access is consistent with the overriding objective of protecting environmentally sensitive habitats and other sensitive coastal resource areas.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey encourages an optimal level of development of recreation and public access opportunities consistent with the conservation of sensitive natural resources of Moss Landing.	Delete.	

Community Recommendation Narrative – This language is the last sentence of the current MLCP Policy 5.4.1, which states: “*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.*” The community recommends the entirety of 5.4.1 be included in the update.

Staff’s Recommendation Narrative – This policy is consistent with Key Policy 6.2 of the NCLUP which states: “*Public access to the shoreline and along the coast shall be protected and provided, and opportunities for recreational hiking access shall be enhanced. The provision of all future access and improvements to existing access areas must be consistent with the overriding objective of protecting coastal agriculture, environmentally sensitive habitats and other sensitive coastal resource areas. The beauty of the coast, its tranquility, and the health of its environment must not be marred by public overuse or carelessness. Visual access as well as*

physical access should be emphasized as an appropriate response to the needs of the public.” Since it is already covered in the NCLUP, staff recommends deletion.

Policy No. NCLUP-ML-6.4

The intent of this policy is to encourage low and moderate cost recreational and visitor-serving facilities are provided in Moss Landing.

2017 Version	Staff Recommendation	Planning Commission Input
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.	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 <u>prioritized</u> to higher cost facilities.	

Community Recommendation Narrative – The community suggested keeping the entire Policy 6.4.B of the NCLUP and all of 5.4.2 of the existing MLCP.

Policy 5.4.2 states *“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.”* The community recommends that this language should be included in the MLCP Update as NCLUP-ML-6.4.

Staff’s Recommendation Narrative – The first sentence of the policy in the matrix is covered under Policy 6.4.B.6 of the NCLUP: therefore, we are recommending that the first sentence be deleted. Policy 6.4.B is recommended to stay in the NCLUP so it maintains its applicability to all of North County coastal. NCLUP Policy 6.4.B.6 states: *“Access Management Plans and Programs. In providing for both accessways and trails, the County seeks to insure that the rights of residents and property owners, including their peace, privacy, safety, health and property, are not jeopardized by unmanaged, inappropriate, or irresponsible public use. The County and other public agencies shall cooperate with landowners to develop effective methods for directing access to the locations designated in this plan.”* Therefore, staff recommends the policy be simplified to the language above. For existing MLCP Policy 5.4.2, staff recommends that the language focus on the affordability of lodging and recreation.

Policy No. NCLUP-ML-6.5

This policy is intended to ensure public safety services continue to be provided at public recreational facilities in Moss Landing.

2017 Version	Staff Recommendation	Planning Commission Input
The Monterey County Sheriff's Department, in cooperation with the State Department of Parks and Recreation, will continue to provide public safety services at Moss Landing State Beach and Salinas River State Beach.	No change.	

Community Recommendation Narrative – The community found staff's recommendation acceptable.

Staff's Recommendation Narrative – Staff discussed this policy with staff from California State Parks, Monterey District who found the language acceptable. Staff recommends no modification to the 2017 language.

Policy No. NCLUP-ML-6.6

This policy is intended to provide an educational component on habitat at recreational facilities in Moss Landing.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall work with responsible agencies to continue to provide educational displays and signs at major access points to the state beaches alerting visitors to the fragile nature of the dune environment and directing them to controlled accessways.	No change.	

Community Recommendation Narrative – The community found staff's recommendation acceptable.

Staff's Recommendation Narrative – Staff discussed this policy with staff from California State Parks, Monterey District who found the language acceptable. Staff recommends no modification to the 2017 language.

Policy No. NCLUP-ML-6.8

This policy is intended to identify the County’s commitment to explore additional public access in appropriate areas of Moss Landing.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall review development projects and public agency planning documents to seek opportunities to develop plans and funding strategies for the construction of public accessways to Bennett Slough, Elkhorn Slough, Moro Cojo Slough, the Island beach, and the sand dunes south of the Moss Landing Marine Laboratories.	The County of Monterey shall review development projects and public agency planning documents to seek opportunities to <u>increase develop plans and funding strategies for the construction of</u> public accessways to Bennett Slough, Elkhorn Slough, <u>and</u> Moro Cojo Slough, <u>the Island beach, and the sand dunes south of the Moss Landing Marine Laboratories.</u>	

Community Recommendation Narrative – The community suggested deletion of this policy if Policy on NCLUP-ML-6.3 above is modified based on their recommendation.

Staff’s Recommendation Narrative – Staff suggests modifications to make the policy more precise, such as eliminating the reference to the Island beach, where public access is already acceptable.

Policy No. NCLUP-ML-6.9

This policy is intended to ensure public access is provided and maintained to the sloughs in Moss Landing.

2017 Version	Staff Recommendation	Planning Commission Input
Controlled public access to Moro Cojo Slough and Bennett Slough should be included in any wetlands restoration programs for these areas. 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 wetland habitat 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 State Route 1. Access to Bennett Slough, with education displays and viewing areas, should be	No change.	

provided via Jetty Road. Visual access shall also be maintained to these wetland areas.		
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Community Recommendation Narrative – Staff proposed modified language to limit physical access to Bennett Slough. After discussion, the community suggested the language from existing MLCP Policy 5.4.3.7 be retained.

Staff’s Recommendation Narrative – Staff met with staff from California State Parks, Monterey District, who believed that Bennett Slough was not appropriate for physical public access. However, staff kept the language to allow limited physical access.

Policy No. NCLUP-ML-6.10

This policy is intended to identify the County’s commitment to collaborate with other agencies and develop a dune restoration and bird protection program.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall work with the State Department of Parks and Recreation to establish a dune restoration program, 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.	The State <u>California</u> Department of Parks and Recreation <u>and other agency partners</u> is <u>are</u> 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 <u>and bird protection</u> 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.	

Community Recommendation Narrative – The community suggested the language from existing MLCP Policy 5.4.3.9 be used, with added provisions for bird protection.

Staff’s Recommendation Narrative – Staff modified the existing MLCP Policy 5.4.3.9 language based on discussions with staff from California State Parks, Monterey District and the recommendation from the community. One property, surrounded by state parks land, may be considered for addition to the State property.

Policy No. NCLUP-ML-6.11

This policy is intended to require development on the Island to provide off-street parking and public access to the beach.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey shall, where feasible, require adequate off-street parking and public access to the beach as a condition of development permit approvals on the Island.	The County of Monterey shall, where feasible, require adequate off-street parking and public access to the beach as a condition of development permit approvals on the Island.	

Community Recommendation Narrative – The community found staff’s recommendation acceptable.

Staff’s Recommendation Narrative – As discussed in Policy NCLUP-ML-3.10 above, the three existing public access points on the Island are sufficient. Therefore, language has been modified to only address off-street parking. Staff intends to clarify the meaning of “adequate” in the Coastal Implementation Plan regulations, and flexibility to determine adequate is already built into the regulations as part of a discretionary permit process.

Policy No. NCLUP-ML-6.12

This policy is intended to provide sufficient parking at the end of Jetty Road.

2017 Version	Staff Recommendation	Planning Commission Input
The County of Monterey, in collaboration with property owners, shall work to provide up to 150 improved parking spaces at the end of Jetty Road, where there is ample area for a paved turnaround, or loop to assist circulation.	No change.	

Community Recommendation Narrative – The community found staff’s recommendation acceptable.

Staff’s Recommendation Narrative – At this time, staff has no suggested changes. However, staff will continue to work with California State Parks to verify the appropriate number of parking spaces.

CONCLUSION

Based on the suggested policy language presented, and discussions that will occur during the workshop, staff requests the Commission provide direction to finalize these policies for preparation of a Draft Community Plan. In accordance with the management process for preparation and adoption of Long Range planning documents endorsed by the Board of Supervisors (Board Order 13-0055 No. 22), the Commission's direction will contribute to completion of Phase 3: Draft Document/Public Review and advance to Phase 4: Public Hearing/Adoption.

General Ordinance/Document Preparation Process	
Phase 1: Scoping	At a preliminary level and in collaboration with relevant County departments and outside agencies, identify the need and purpose, policy and regulatory framework, relationship to other ordinances/documents being prepared and technical requirements. Develop alternative approaches and present to the RMA Deputy Director, County Counsel, and other senior management for discussion and confirmation. Completion of this phase is considered 20% of the work effort.
Phase 2: Concept/ Alternatives Development	Prepare an administrative draft of the recommended concept and/or alternative approaches to address specific issues for internal discussion with relevant County departments. Based on this draft effort, staff will refine concepts/alternatives. Staff will transmit the concept/alternative description to established committees and groups such as (but not limited to) the Land Use Advisory Committees, Agricultural Advisory Committee, Alternative Energy and Environment Committing, and Permit Streamlining Task Force. These committees/groups will be given the opportunity to submit comments to staff to be included in the input transmitted to the Planning Commission. Staff will then conduct a noticed Planning Commission Workshop to present the purpose, policy and regulatory framework, technical background, proposed concept/alternatives, and proposed process (including appropriate stakeholders). The Planning Commission will receive the staff presentation, public comment and provide direction in developing a draft ordinance and/or performing additional research and analysis. If necessary staff will develop additional options and return for another workshop on the concept/approach; completion of this phase is considered 50% of the work effort.
Phase 3: Draft Document/Public Review	Prepare a draft document for public review by Board Subcommittees, outside agencies, and interest groups as identified by the Planning Commission. Refine the draft document based on this input and prepare a draft environmental review document. Distribute draft documents for public review. If new issues arise or there are differing opinions for a solution, conduct an additional Planning Commission Workshop to present options and receive direction. Following the public review, evaluate comments received and prepare draft responses in collaboration with relevant County departments, consultants and outside agencies. Completion of this phase is considered 80% of the work effort.

Phase 4: Public Hearings/Adoption	Finalize the document and hold Planning Commission hearing to consider a formal recommendation to the Board of Supervisors. Address Planning Commission recommendations and forward onto the Board for a noticed public hearing as required. Perform project close out activities. Completion of this phase is considered 100% of the work effort.
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