

# MONTEREY COUNTY RESOURCE MANAGEMENT AGENCY

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## **MEMORANDUM OF ERRATA**

**Date:** May 23, 2019

**To:** Monterey County Planning Commission

**From:** Anna V. Quenga, Senior Planner

**Subject:** GPZ090005 – Moss Landing Community Plan Update  
May 29, 2019 Planning Commission Hearing – Agenda No. 6

**cc:** File

This memo is intended to outline revisions to workshop documents for the Moss Landing Community Plan update, as provided in the Planning Commission agenda distributed to the public on May 22, 2019.

The staff report and Exhibit A (Discussion) have been modified to allow more clarity and explanation. Exhibit D (Community Input Matrices) has been replaced with the version presented to the community at the last community meeting on Land Use. All modifications are reflected with ~~strike-out~~ and underline.



# Monterey County Planning Commission

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

## Agenda Item No. 6

Legistar File Number: PC 19-036

May 29, 2019

Introduced: 5/21/2019

Version: 1

Current Status: Agenda Ready

Matter Type: Planning Item

### **GPZ090005 – MOSS LANDING COMMUNITY PLAN UPATE**

Public workshop to discuss draft Land Use designation changes and policies 2.2 and 2.10 of the Moss Landing Community Plan update.

**Project Location:** North County Land Use Plan, Moss Landing Community, Coastal Zone

**Proposed CEQA action:** Statutorily exempt per Section 15262 of the CEQA Guidelines

### RECOMMENDATION:

It is recommended that the Planning Commission:

- a. Find that this workshop is a planning study for possible future action which the commission has not approved and qualifies as a Statutory Exemption per Section 15262 of the CEQA Guidelines;
- b. Receive a presentation, take public testimony, and provide direction to staff on proposed Land Use designation changes and ~~policy~~ policies 2.2 and 2.10 language for the Moss Landing Community Plan update.

### PROJECT INFORMATION:

**Planning File Number:** GPZ090005

**APN:** Multiple (Moss Landing Community)

**Project Location:** Moss Landing Community Plan boundary area

**Plan Area:** North County Land Use Plan

### OVERVIEW:

This workshop is the fifth in a series being held over several months at the Planning Commission to develop draft policy language for the Moss Landing Community Plan (MLCP) update prior to preparing draft implementing regulations and a Draft Environmental Impact Report. These workshops are intended to provide an additional forum for public participation in drafting the Plan as well as to allow policy makers, staff, and the public to discuss policy language prior to finalization of the draft MLCP. After all policies have received input from the Planning Commission, staff will develop corresponding regulations (Coastal Implementation Plan-CIP) and prepare and circulate a Draft Environmental Impact Report (EIR). Once this process has been completed, the Draft Plan, CIP and a Final EIR will be brought to the Planning Commission for a recommendation to the Board of Supervisors. The workshops that have previously taken place include the following:

- January 4, 2019 – Visual Resources & Community Character and Historical, Cultural, & Archaeological Resources Policies
- January 30, 2019 – Public Transit, Rails, Noise and Public Access & Recreation Policies
- February 13, 2019 – Transportation
- February 27, 2019 – Public Access & Recreation Policies

~~Consistent with the previous workshops, staff will focus on the specific policy area, rather than discussing the entire MLCP update policies. All policy areas will be discussed over the entire series of workshops, but each workshop is intended to focus the conversation on a specified category of policies.~~

~~Because modifications relative to land use in MLCP update are not limited to policy language,~~  
~~this~~ This workshop with first focus on changes to land use designation nomenclature and changes in land use designations of specific parcels. Staff will then present draft land use policies ML-2.2 and 2.10 for consideration~~narrow policy discussions to only those that relate land use designation changes.~~ The remaining land use policies will be presented to the Commission at the following workshop. The Commission will be provided with a red-lined version of the 1982 MLCP at that time as previously requested. To maintain overall consistency of matrices, **Exhibits D, E, and F** contain all policies related to land use, not just what is presented today, but the relevant sections have been highlighted.

As stated above, the Moss Landing Community Plan is a chapter of the NCLUP and draft policies of the MLCP update that are presented will replace the existing policies within Chapter 5 of the North County LUP. As such, draft policies presented for discussion are supplemental to the policies in the North County Land Use Plan and must be implemented in conjunction with the other LUP policies. The existing relevant 1982 North County Land Use Plan policies are attached as **Exhibit E** and the existing relevant 1982 Moss Landing Community Plan policies are attached as **Exhibit F**. The remainder of the NCLUP is not being updated at this time.

The attached Discussion (**Exhibit A**) is the subject of today's workshop and begins with a broad introduction of the 1982 NCLUP and MLCP policies and summary of the land use designation and policy changes recommended by the 2009 Board of Supervisors Committee, to provide the Commission with background information. Related development applications are then discussed as they also relate to changes to land use. Following this background discussion, staff will then describe the changes to the land use designations and limit policy discussion to only those relevant to the changes discussed.

Maintaining the format of previous workshops, staff will describe the intent of the policies and provide matrices that compare 1982 NCLUP policies, 1982 MLCP policies, 2009 Committee recommendations, and draft policy language from the 2017 update. A narrative of community suggestions gathered at recent community meetings, recommendations from other agencies (if applicable), and the intent of staff's recommendation to the Commission are discussed below each matrix table. This is followed by staff's recommended policy language in italic. Staff's current recommendation takes into consideration: community input (i.e. from the Community Meetings and other comments received), existing policies and regulations, the Moss Landing Community Plan Committee Recommendations from 2009, input from agencies, and all other applicable and relevant data/information received. Because the recommended language presented to the Commission may differ from the language discussed at the community meeting, the Community Input matrices showing text changes to policies through the community input process are attached for reference (**Exhibit D**).

Exhibit D reflects staff's recommendation provided to the community and summarizes the community's comments provided at the community meetings. Exhibit A reflects all input provided to staff, including from the community meetings and includes a staff recommendation to the Planning Commission.

PLANNING COMMISSION DIRECTION:

~~Based on the suggested policy language presented, and discussions that will occur during the workshop,~~ Staff requests the Commission provide direction to ~~finalize these draft policies on the~~ land use designation changes and draft policies 2.2 and 2.10. ~~This Direction provided from all~~ Planning Commission workshops, when completed, will allow staff to complete a final draft update of the MLCP to move forward with drafting the corresponding CIP and EIR. Upon completion, staff will bring the entire package to the Planning Commission for public hearing(s) to make a recommendation to the Board of Supervisors.

CEQA:

This workshop is intended to seek input and direction from the Planning Commission to develop policy language that will be considered at a later stage by the Board of Supervisors and California Coastal Commission. This information gathering qualifies for a statutory exemption from environmental review pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. Furthermore, the workshop, and its outcome, is not a project as defined in Section 15378. The policies being developed will be analyzed as a portion of the project description in an Environmental Impact Report being prepared for Community Plan update.

OTHER AGENCY INVOLVEMENT:

The following agencies had comments, and/or recommended modified language addressing the policy areas presented for this workshop:

- California Coastal Commission
- Moss Landing Harbor District
- California Department of Fish and Wildlife
- California State Parks, Monterey District
- RMA-Public Works and Facilities
- Monterey-Salinas Transit
- CalTrans
- Transportation Agency for Monterey County
- Association of Monterey Bay Area Governments

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Reviewed by: Craig Spencer, Interim RMA Planning Services Manager  
Brandon Swanson, Interim Chief of RMA Planning

Approved by: John M. Dugan, FAICP, Deputy Director of Land Use and Community Development

The following attachments are on file with the RMA (Exhibits A through F are attached to the report):

Exhibit A – Discussion  
Exhibit B – 1982 Moss Landing Community Plan Land Use Map  
Exhibit C – 2017 Draft Moss Landing Community Plan Land Use Map  
Exhibit D – 2017 Draft Land Use Policy Matrix  
Exhibit E – 1982 North County Land Use Plan Land Use Policies  
Exhibit F – 1982 Moss Landing Community Plan Land Use Policies  
Exhibit G – 2017 Draft Moss Landing Community Plan  
Exhibit H – North County Land Use Plan  
Exhibit I – 2009 MLCP Update Committee Recommendations

cc: Front Counter Copy; Planning Commission; Supervisor Phillips; Katie Butler, California Coastal Commission; Brandon Swanson, Interim Chief of RMA Planning; Craig Spencer, Interim RMA Planning Services Manager; Mike Novo, Management Specialist; Shelley Glennon, Senior Planner; Anna V. Quenga, Senior Planner; John Olejnik, CalTrans; Stephen Bachman, California State Parks, Monterey District; Lisa Rheinheimer, Monterey-Salinas Transit; Transportation Agency for Monterey County; Association of Monterey Bay Area Governments; Elkhorn Slough Foundation; Hamlin Properties, LLC; Moss Landing Harbor District; Monterey Bay Aquarium Research Institute; San Jose State University Research Foundation (Attn: Moss Landing Marine Labs); Keith Family Investments LLC; Griggs Drilling; Haute Properties, LLC; Moss Landing Commercial Park, LLC dba Moss Landing Business Park (Attn: Nader Agha); Quin Delta, LLC; Phil DiGirolamo; Nancy Russell, FANS (Attn: Mari Kloeppel), Dale Ellis, Charlie Eadie, Paul Hart, Interested Parties; The Open Monterey Project (Attn: Molly Erickson); LandWatch (Attn: Executive Director); Project File GPZ090005.

# **EXHIBIT A**

## **DISCUSSION**

### **BACKGROUND**

The North County Land Use Plan (NCLUP) was adopted by the Board of Supervisors on April 28, 1982 and certified by the California Coastal Commission on June 4, 1982 (**Exhibit I**). 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 a component of the NCLUP, contained in Chapter 5, and its implementing regulations are found in CIP Section 20.144.160.

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) by the Board of Supervisors was the first step of this work. In 2009, the Committee provided recommendations, with input from the public, for the MLCP Update (**Exhibit J**) 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.

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 identifying that most of the 2009 Committee's recommendations were no longer in the plan update. 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. On March 7, 2019, the last of the 12 community meetings was held. During these meeting, policies on the following topics were discussed:

- 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,
- Water resources (wastewater), and
- Public services.

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 topic of discussion. This may be attributed to the time commitment necessary to meet twice a month.

Land use policies were discussed over the course of 4 community meetings. There was an average of 10 attendees at these meetings which included community residents, Moss Landing Harbor District (staff, board members, and representative), research facilities and their representatives (Moss Landing Marine Laboratory and Monterey Bay Aquarium Research Institute), representatives of the Moss Landing Business Park, Friends, Artists and Neighbors of Elkhorn Slough (FANS) and their representative, and the Castroville Community Services District and their representative.

#### PLANNING COMMISSION WORKSHOP DISCUSSION

Because changes relative to land use were driven by different factors, the discussion below is not outlined similar to previous workshops. Discussions on land use are also intended to occur over two separate workshops in order to present the Commission with background information before diving into applicable policy language. Although this portion of the land use discussion will not focus on specific policy language, all land use policies from the 1982 NCLUP and the 1982 MLCP have been attached for reference (**Exhibits E and F**). The Community Input matrices containing 2017 MCLP draft policy language are attached as **Exhibit D**, ~~which were finalized after the community meetings, but prior to this workshop and reflect staff's initial recommendation to the community and the community's input provided at the community meetings.~~

#### **1982 NCLUP and MLCP Broad Policy Discussion**

Chapter 4 of the NCLUP contains discussion on land use, describes the different land use designations (referred to as "categories") found in North County and where they're located, identifies land use planning issues in North County, and provides land use plan and development policies. Although this workshop is primarily focused on background information, staff would like to point out there are numerous instances where text from Chapter 4 is repeated in Chapter 5 (MLCP); this is especially the case within the narratives describing the different land use designations (referred to as "Land Use Proposals" in the MLCP). Since the NCLUP is the over-arching policy document for Moss Landing, staff suggests language from the NCLUP that is repeated in the MLCP be omitted unless the narrative identifies and describes matters unique to only Moss Landing.

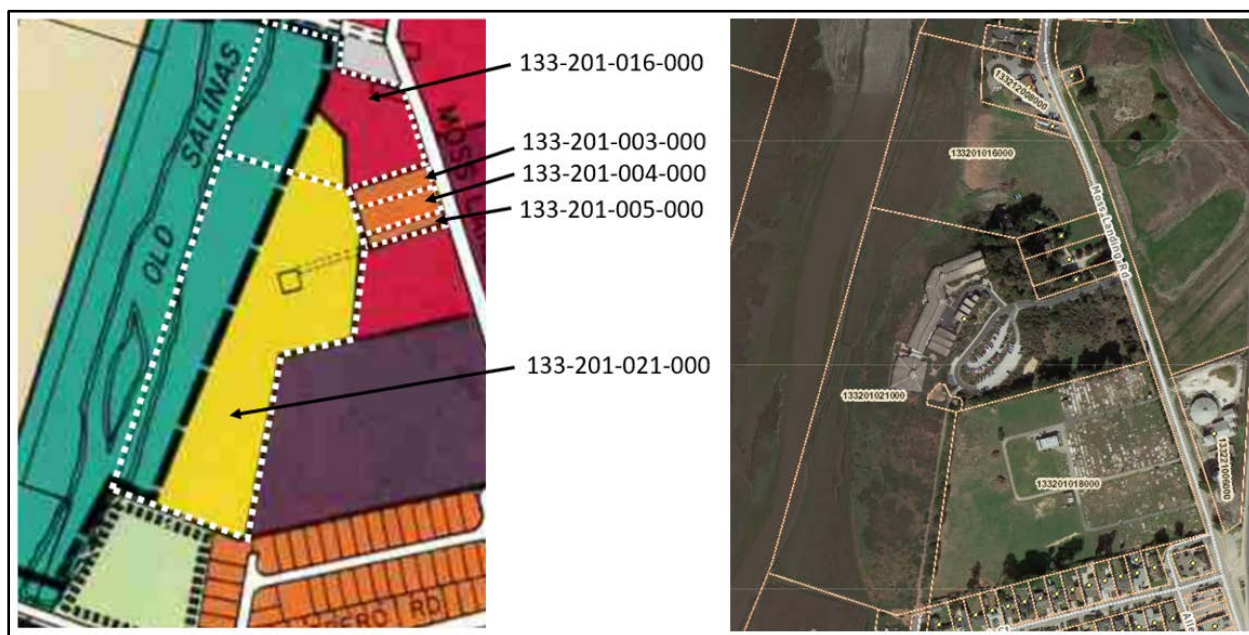
### **2009 Board Committee Related Recommendations**

In July 2008, the Moss Landing Community Plan Update Committee (2009 Board Committee) was formed with the directive to complete a draft concept plan for Moss Landing. This update was driven by new development proposals and because portions of the 1982 MLCP were out of date and/or needed additional work. The committee identified several growth scenarios and found that the general community consensus was for moderate growth as it would be consistent with the community character and resource constraints. Overall, the committee recommended that the new development have a nexus to the unique marine resources in the community, including marine research, marine industrial/commercial businesses and tourism. Based on this, the committee recognized that there should be focus on land use as it is a major component of the update; thus, a Land Use Subcommittee was formed. This allowed focus on addressing the needs of existing and proposed land use and future development. Together, issues relative to site specific land use designations and text within the 1982 MLCP narrative and policies were identified. Based on these issues, the following guidance were recommended:

#### *Site Specific Land Use Designation Changes*

##### Moss Landing Marine Laboratories – Moss Landing Road

Moss Landing Marine Laboratories owns 5 parcels along Moss Landing Road (APNs 133-201-003; 004; 005; 016; and 021). The 1982 MLCP Land Use Map shows that the developable portions of the parcels are designated as Low Density Residential, Medium Density Residential, and General Commercial (**Figure 1**). Because the intended use of these parcels is for Educational – Scientific, the Committee recommended the land use designations be modified accordingly.

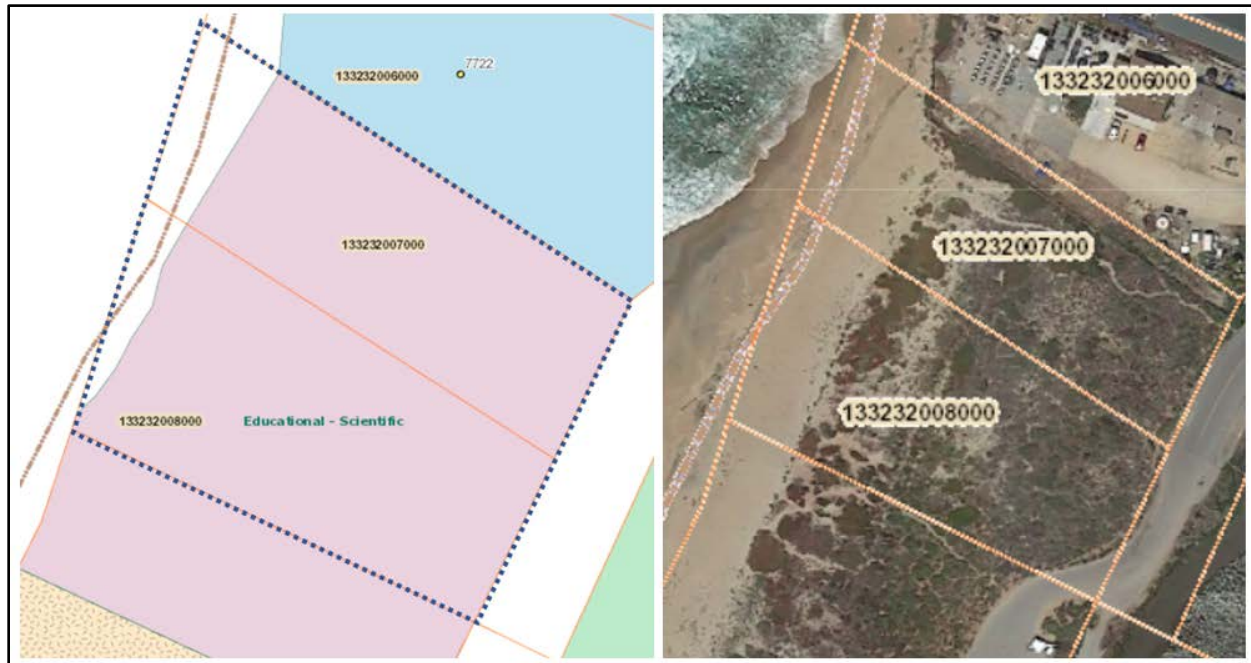


**Figure 1. Portion of 1982 MLCP Land Use Plan Map – MLML Properties**



### State of California – Sandholdt Road

A two acre property (APNs 133-232-007 and 008), west of Sandholdt Road and south of Sandholdt Bridge, was previously owned by Moss Landing Marine Labs and designated as Educational – Scientific (**Figure 2**). The property has since received dune habitat restoration and is dedicated to the State of California for the purpose of being part of the adjacent dune and beach habitat. Since no development is anticipated in this area, the committee recommended the land use designation of the property be changed to Natural Resource Recreation.



**Figure 2. Current Land Use Designation of State of California Properties**

### Taggart Property (APN 133-162-002-000)

The Taggart property is an “L” shaped 7 acre lot located south of the Sandholdt Bridge. The Salinas River Beach occupies the southwest portion of the property while the eastern portion, from north to south, contains a public access walkway and coastal wetlands. The 1982 MLCP identifies a portion of this property for Phase 2 Harbor Development. Therefore, the area where harbor expansion would take place was designated Industrial – Coastal Dependent – Light. See **Figure 3** below.

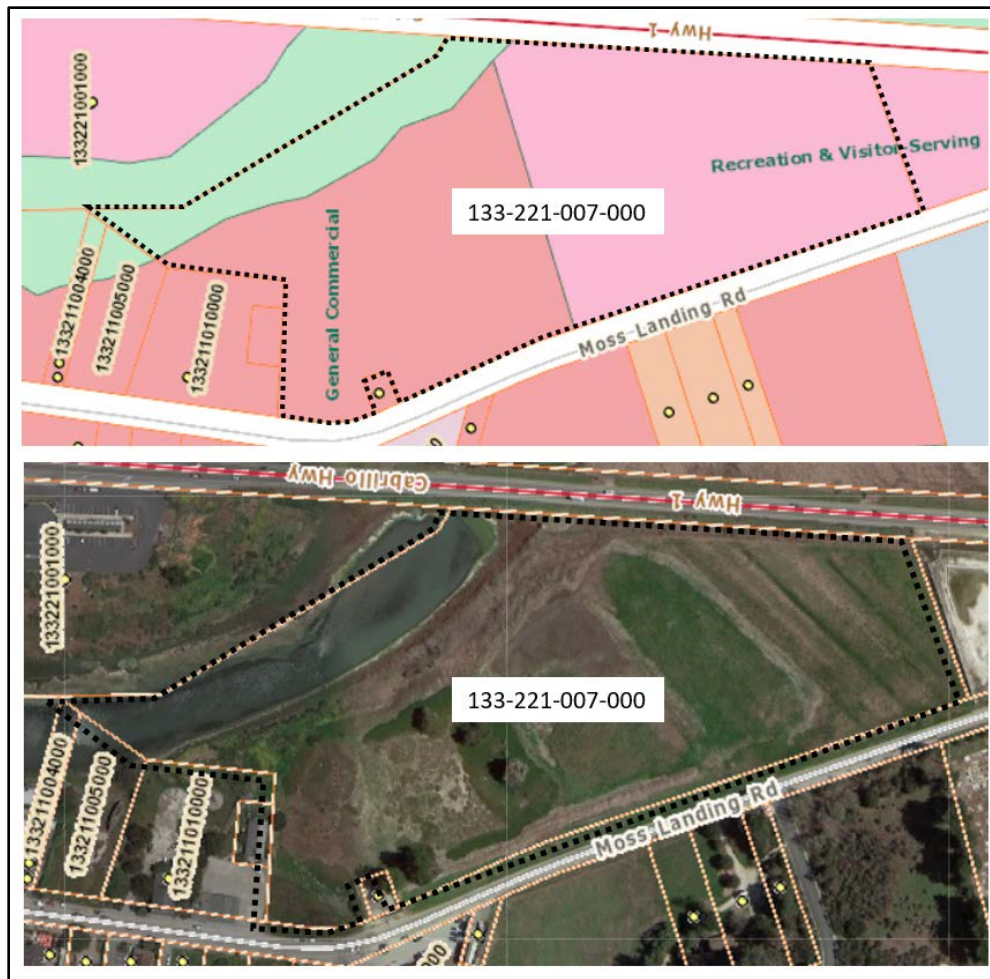
The 2009 Committee recognized that with the reconstruction of the Sandholdt Bridge, it would be unlikely for harbor expansion to occur in this area, making the light industrial designation no longer appropriate. Therefore, it was recommended that this portion of the property be designated according to the land within and around it; such as Scenic and Natural Resource Recreation outside the tidal wetland area and Wetland and Coastal Strand within the tidal wetland areas.



**Figure 3. Current Land Use Designation of APN 133-162-002-000**

#### Elkhorn Slough Property on Moss Landing Road

The 15 acre property shown in **Figure 4** below, is owned by the Elkhorn Slough Foundation and is located along the southern most portion of Moss Landing Road, situated between Moss Landing Road and Highway 1. There are 2 current land use designations on this site, General Commercial on the northern half and Recreation & Visitor Serving on the southern half. The 2009 Committee cites that although there are no definite plans created, the Elkhorn Slough Foundation is considering providing improved open space with a park or unimproved open space on the parcel. In order to accommodate this development potential, the committee recommended that the entire property be designated as Recreation & Visitor Serving.



**Figure 4. Current Land Use Designation of Elkhorn Slough Property**

#### *Textual Changes Related to Land Use*

During their review, the Land Use Subcommittee found that development potential and types anticipated in the 1982 MLCP plan have changed, and references made to specific developments and properties are out of date. Therefore, the subcommittee made recommended changes relative to the Harbor District and the Light Industrial and Heavy Industrial designations.

#### Harbor District

The Harbor District has 2 major components, the North Harbor (**Figure 5**) and South Harbor (**Figure 6**). Prior to 2009, a General Development Plan was approved in the North Harbor area that allowed 2 restaurants, a new boat launch facility, and 2 new docks. Existing development consisted of commercial uses such as the Moss Landing Yacht Club, retail sales, and recreational equipment rental facilities, and a paved parking area covers a large portion of the North Harbor area. The Harbor District office and the majority of the harbor's boat slips are located in the South Harbor area. An RV park, dry storage, and a parking lot is also in this area.





Figure 5. North Harbor Area



Figure 6. South Harbor Area

In the 1982 plan, potential development within the harbor area was centered around commercial fishing and recreational boating; thus, policies protecting commercial fishermen from recreational boating uses, and their interference, and supporting the southern expansion of the harbor to better support the commercial fishing industry were provided.

The committee recognized that in 2009, the harbor served a broader range of uses that were not anticipated in 1982, and that due to the replacement of Sandholdt bridge in its original location, harbor expansion to the south was unlikely. Therefore, it was recommended that the Harbor Facility land use designation, as described in the 1982 MLCP, should be revised to recognize the current use of harbor properties and accommodate future harbors users such as residential use of boats, marine research and education, and “other ‘marine activities’”, all while giving commercial fishing industry priority within the harbor. Consistent with this change, the committee recommended that Section 5.3 Commercial Fishing & Recreational Boating Facilities of the 1982 MLCP be renamed to “Harbor Facilities”. It was also recommended that any references to the harbor expansion be omitted.

#### Light Industrial Land Use Designation

The entire Island is designated as Industrial – Coastal Dependent – Light as it was contemplated that this area would serve to support an expanding commercial fishing industry (**Figure 7**). In 2009, the committee noted that this industry faced regulatory and resource challenges. Thus, devotion of the entire island to commercial fishing supportive facilities was not needed. Instead, uses such as research and education, engineering, and visitor serving were established on the Island.



**Figure 7. Moss Landing Island**



Therefore, the committee recommended the Island be designated as a Special Treatment Area in order to allow commercial, educational, and recreational coastal related uses as well as maintain the opportunity for a restaurant. The committee also pointed out that existing 1982 MLCP policies addressing shoreline erosion should be strengthened to include measures to prevent shore erosion on the east side of the Island.

### Heavy Industrial Land Use Designation

The 1982 MLCP includes a specific section for its industrial lands, Section 5.5 Energy Facilities and Industrial Development. At the time it was written, the 2 main property owners of these lands were PG&E (Moss Landing Power Plant north of Dolan Road) and Kaiser (Kaiser Refractories south of Dolan Road) and their respective facilities were in full operation. See **Figure 8.**



**Figure 8. Moss Landing Heavy Industrial Properties**

In 2009, PG&E retained ownership of the substation/switchyard (APN 133-181-010-000), while the power plant (APN 133-181-011-000) was owned by Duke Energy. Although there were no anticipated changes to the generation and distribution of electricity on these sites, the committee noted that conversion to a nuclear or coal operation was no longer part of the plan. Therefore, it was recommended that text and policies should recognize ownership and user changes to prevent the plan from becoming out of date. In addition, description of these sites should be updated to reflect current improvements/operations.

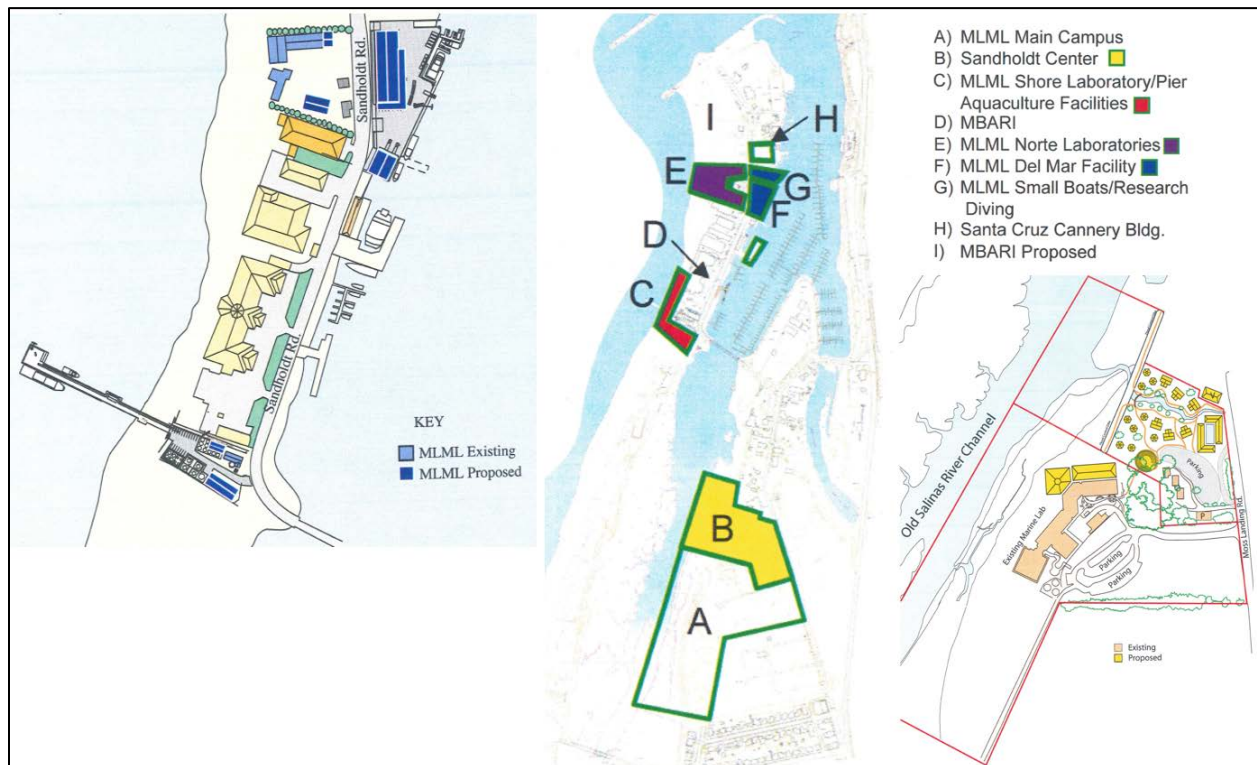
After adoption of the 1982 MLCP, Kaiser sold the refractory site to Moss Landing Commercial Park LLC and in 2009, there were plans to convert it into a “Green” Business Park. The committee recognized that the site’s land use designation limited new uses to those that were coastal dependent. Therefore, it was recommended that the site be designated as a Special Treatment Area to allow coastal dependent and coastal related industrial uses, but also take into account the unique setting and allow a range of uses typically found in a business park, including the reuse of waste or materials from other uses.

## Related Development Applications

Four applications have been folded into the MLCP update process due to their short and long-term plans for development and/or their approval requires an LCP amendment. These projects are summarized for the Commission as they are additional factors driving changes to land use designations and policy language.

### Moss Landing Marine Laboratories

Graduate programs in marine science and related research facilities for California State University campuses in Fresno, Stanislaus, Sacramento, San Francisco, East Bay (formerly Hayward), San Jose, and Monterey Bay operate out of the Moss Landing Marine Laboratories (MLML). Since MLML's inception in 1966, their facilities have expanded to support the program. Their main facility is located off Moss Landing Road, adjacent to the cemetery towards the north, while their remaining properties are located on the Island. Recognizing the need for planned growth that meets the needs of MLML's short term and long term campus development, a Master Plan was submitted (PLN080071) which includes construction of facilities (**Figure 9**) consisting of a 36,000 square foot multi-use facility with a new 15,000 square foot dock/wharf for the Marine Operations/Scientific Diving/Sustainable Fisheries Facility (area "G") in the near-term and long-term development plans for a 2,600 square foot building for the Shore Lab – North Complex (area "E"), a 7,400 square foot building, a 8,520 square foot slab for aquaculture, and a 500 foot pier for Sandholdt Pier/Shore Lab – South Complex (area "C"), and a 30,000 square foot mixed use building containing residential units, office space, and a conference facility for the Sandholdt Center/Academic Village (area "B").

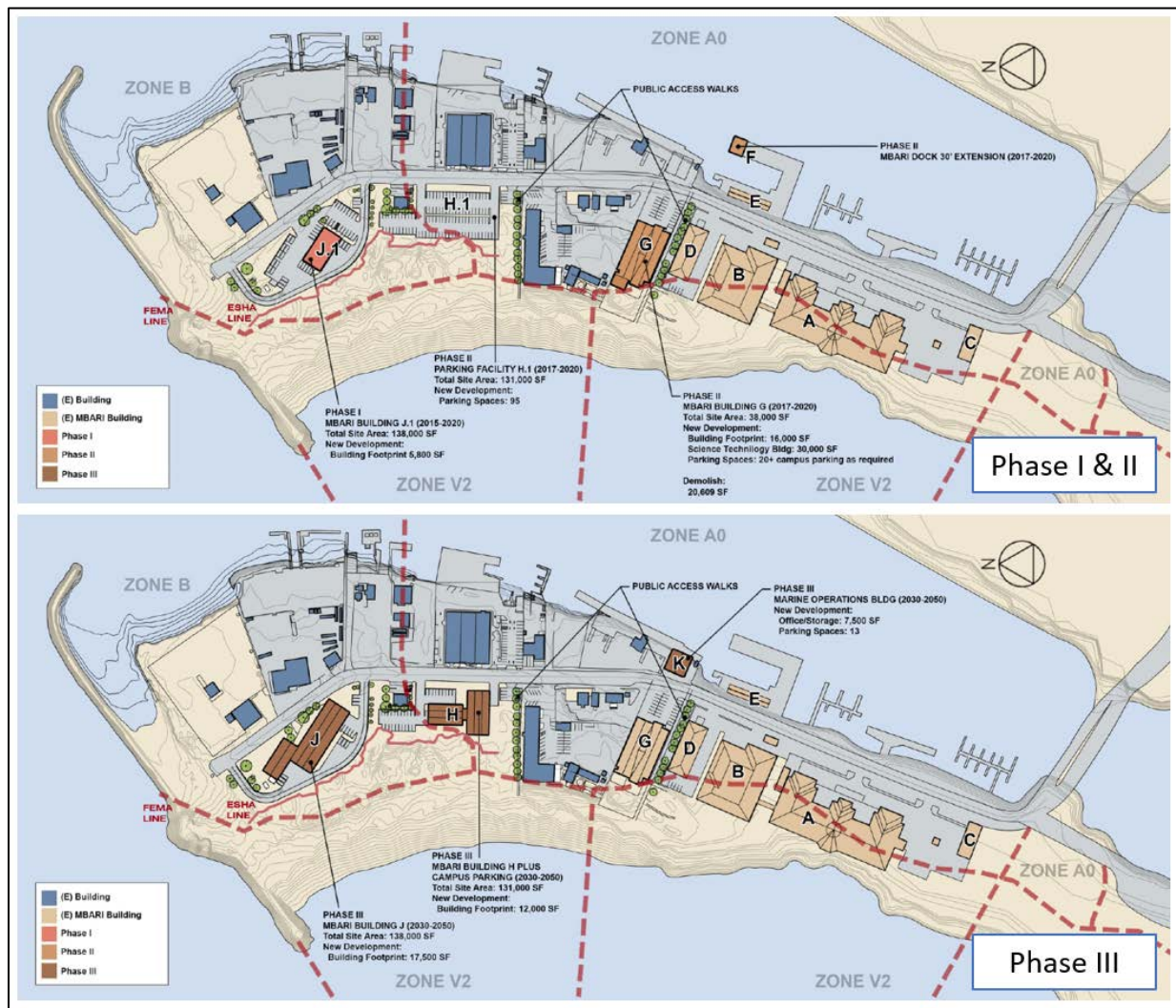


**Figure 9. MLML Campus Plan – Dated July 2014**



## Monterey Bay Aquarium Research Institute

The Monterey Bay Aquarium Research Institute (MBARI) has been operating out of Moss Landing since 1993 and is located primarily on the Island. Its principal objective is to address global and societal ocean issues through research and technology development using Monterey Bay as a test bed. This is achieved through science research, engineering development, marine operations, and education and outreach. To facilitate near-term and future plans for expansion of its facilities, MBARI developed a 3-phase master plan for development over a 35-year timeframe. To implement this plan, MBARI submitted an application (PLN080006) for a General Development Plan (GDP) which includes 76,791 square feet of new structures, demolition of an existing 20,609 foot structure, and a 900 square foot dock extension. See **Figure 10** below.



**Figure 10. MBARI Facilities Plan – Dated March 2015**

Phase I will occur during the first 5 years of plan implementation and includes construction of the field stage building, “Building J.1”. Phase II will occur over the following 3 years and includes demolition of an existing structure (current location of Phil’s Fish Market) and replacing it with “Building G” for research lab and offices, construction of a parking facility



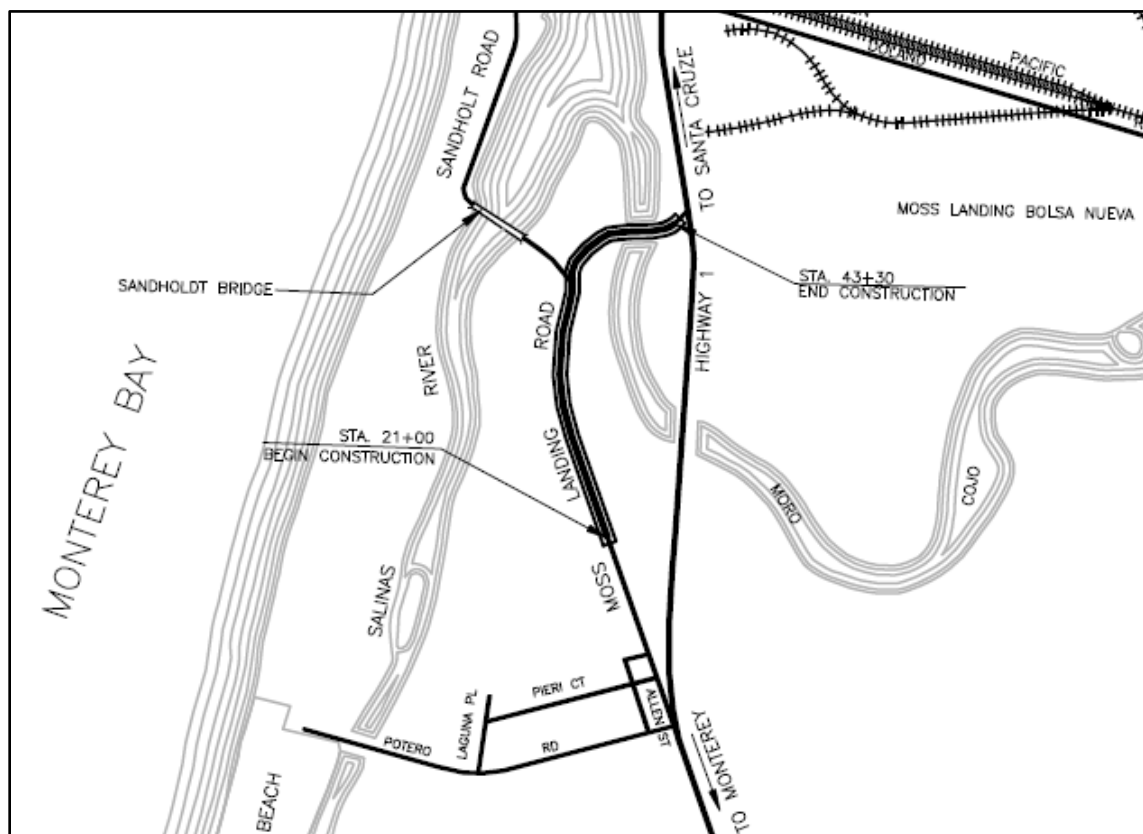
Gregg Drilling[illegible]

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Phil's Fish Market is currently located on the western side of Sandholdt Road and based on MBARI's GDP, the restaurant/market will need to vacate the property within 5 to 3 years after implementation of the plan. Gregg's GDP provides an opportunity for Phil's to relocate onto a property east of Sandholdt Road, at the northernmost end of the Island. Proposed site improvements in the GDP include parking lots to accommodate proposed uses, site lighting, street frontage improvements, upgrading utilities, and restoration of portions of the Kett Property. See **Figure 11** above.

#### Monterey County

The County proposes to address the much needed infrastructure improvements in Moss Landing through implementation of the Moss Landing Road Storm Drain and Street Improvement Project. This plan (see **Figure 12** below), includes design and reconstruction of the northern portion of Moss Landing Road, from it's intersection of Highway 1 through Downtown Moss Landing, for installation of storm drains and curb, gutters, and sidewalks on both sides of the street. Improvements would allow parallel parking and bicycle lanes along Moss Landing Road.



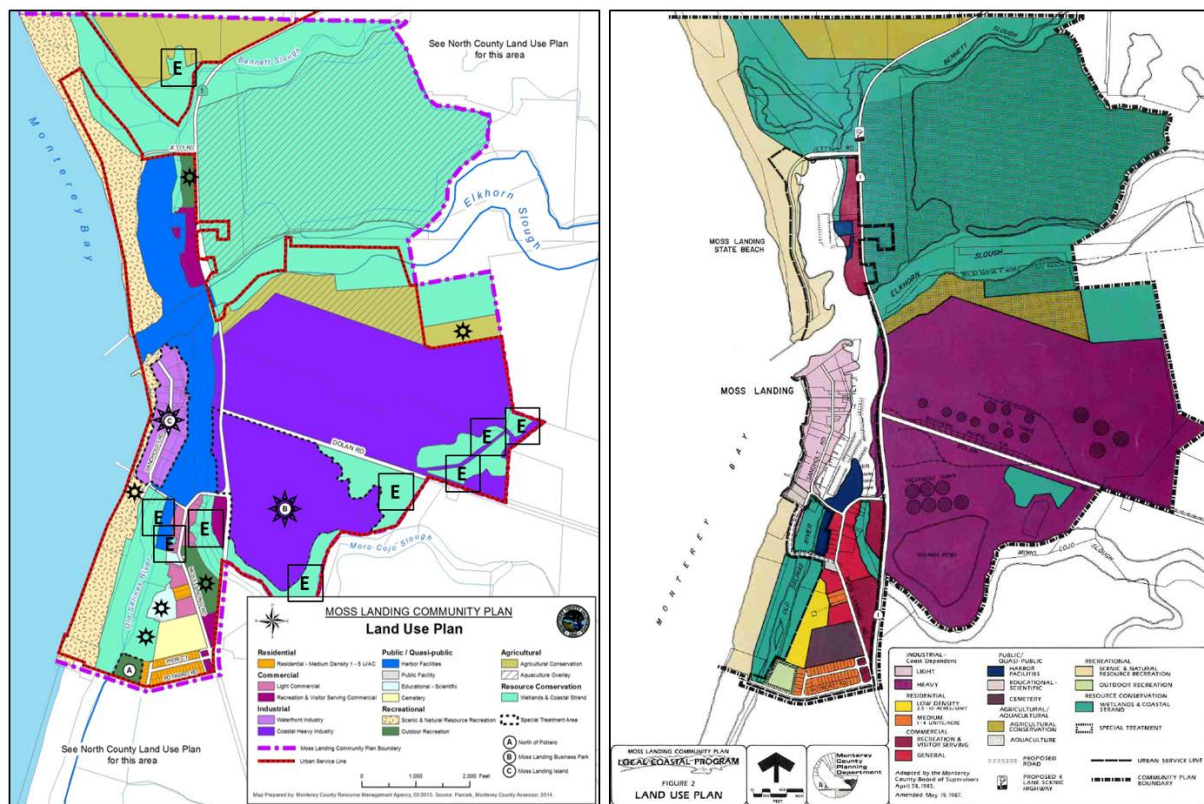
**Figure 12. Moss Landing Road Improvement Area – Dated July 2014**

## Changes to 1982 Land Use Designations

There were two main factors that contributed to changes in land use designations are: environmentally sensitive habitat areas and development need/potential as discussed above.

**Figure 13** below compares the MLCP update and 1982 MLCP land use maps.

As illustrated below, areas identified with an “E” are locations where the Wetland & Coastal Strand land use designation have expanded into. These areas include: a portion at the northern section of the community boundary, within the southeastern portions of the PG&E and Dynegy parcels, the northeast portion along Dolan Road and southeast portion along the Moro Cojo Slough of the Moss Landing Business Park parcel, on the eastern side of Moss Landing Road along the Moro Cojo Slough, and on the western side of Moss Landing Road along the Old Salinas River Channel.



**Figure 13. Comparison of MLCP Update and 1982 MLCP Land Use Plan Maps**

As recommended by the 2009 Committee, the designation of the State of California property south of Sandholdt Road has been changed from Educational – Scientific to Scenic & Natural Resource Recreation; the portion of the Taggart Property designated Industrial – Coastal Dependent – Light has been changed to Wetlands & Coastal Strand; and the portion of the Elkhorn Slough Foundation property designated General Commercial has been changed to Outdoor Recreation. Consistent with the recommendations of the 2009 Committee and the development applications for MLML, MBARI, and Gregg Drilling, the Island and Moss Landing Business Park have been designated as Special Treatment Areas, allowing greater flexibility for continued development of existing uses. The portion of MLML’s property where their main



campus is located has be designated as Educational – Scientific.

There are 2 other areas where land use designations have changed. These were not in response to the 2009 Committee recommendations or related to a development project, but were identified through consultation with their respective property owners.

The Moss Landing Harbor District owns a 9 acre property (APN 413-022-009-000) in the North Harbor area just south of Jetty Road (**Figure 14**) that is currently designated as Recreation & Visitor-Serving. The Moss Landing Harbor Master Plan Concept Sketch – North Shore Facilities shows no planned visitor serving type uses and during recent discussions with the District, it has been noted that this property would remain as is. Therefore, the property has been designated as Outdoor Recreation.



**Figure 14. Moss Landing Harbor District Parcel**

There is a 13 acre parcel (APN 133-181-012-000), north of PG&E's property and south of State of California property and the Elkhorn Slough (**Figure 15**) that is owned by the Louis R. & Carol S. Calcagno Trust. The current designation is Wetlands & Coastal Strand; however, the property has been (and is presently) used for livestock farming. Consistent with this established use, the land use designation has been changed to Agricultural Conservation.



Figure 15. Calcagno Property

### **Change in Land Use Designation Nomenclature**

The 2017 MLCP update maintains the 7 land use designation categories established in the 1982 plan; Residential, Commercial, Industrial, Public/Quasi-Public, Recreational, Agricultural, and Resource Conservation. However, there are some changes within those categories (see **Table 1** below).

The 1982 plan included a Low Density residential land use designation, that has a density of 2.5-10 acres per unit. However, based on the established residential properties, uses, and lot sizes of parcels within the planning area, this density is not necessary to support existing or future development. Therefore, it has been omitted.

The General Commercial designation in the 1982 plan has been replaced with Light Commercial. However, the allowed uses within the designations are consistent with each other. The designations within Industrial category have been modified to allow more flexibility to accommodate coastal dependent and coastal related uses. Therefore, the 1982 Industrial – Coastal Dependent category has been renamed to Industrial and the designations within this category are now Waterfront Industry and Coastal Heavy Industry.

The entire Island has been designated Waterfront Industry, which allows commercial fishing industries (i.e. canneries, processing, fuel stations), marine research and education, and commercial support facilities. As discussed earlier, this designation remains supportive of the commercial fishing industry, but allows greater flexibility for the MLML, MBARI, and Gregg Drilling's general and master plans. In addition, this designation is consistent with established uses on the Island.

The Moss Landing Business Park, Duke Energy property, and PG&E's property has been designated Coastal Heavy Industry, which allows coastal dependent and coastal related uses consistent with established uses on the properties (i.e. power generation and heavy industrial uses). Any new non-coastal dependent or non-coastal related may be allowed in the Business Park as part of the Special Treatment Area designation.

The Public Facility designation has been added to the Public/Quasi-Public category with the intent to accommodate public uses such as sewer and water pump stations and administrative and maintenance facilities. A parcel (approximately 3,800 square feet in size) located along Moss Landing Road (APN 133-221-005-000) owned by the Monterey Regional Water Pollution Control Agency has been re-designated from General Commercial to Public Facility.

	Residential	Commercial	Industrial	PQP
1982	<ul style="list-style-type: none"><li>• Low</li><li>• Medium</li></ul>	<ul style="list-style-type: none"><li>• Recreation &amp; Visitor Serving</li><li>• General</li></ul>	<ul style="list-style-type: none"><li>• Light</li><li>• Heavy</li></ul>	<ul style="list-style-type: none"><li>• Harbor Facilities</li><li>• Educational – Scientific</li><li>• Cemetery</li></ul>
2018	<ul style="list-style-type: none"><li>• Medium</li></ul>	<ul style="list-style-type: none"><li>• Recreation &amp; Visitor Serving</li><li>• Light</li></ul>	<ul style="list-style-type: none"><li>• Waterfront Industry</li><li>• Coastal Heavy Industry</li></ul>	<ul style="list-style-type: none"><li>• Harbor Facilities</li><li>• Educational – Scientific</li><li>• Cemetery</li><li>• Public Facility</li></ul>

**Table 1. Land Use Designation Changes**

## **2019 Land Use Policy Recommendations**

### **Policy No. NCLUP-ML-2.2**

The intent of this policy is to include policy language specific to Moss Landing within the MLCP. As demonstrated below, language addressing recreation and commercial uses in Moss Landing are provided for in NCLUP policy but are not included as policy in the 1982 MLCP.

<b>1982 NCLUP Policy 4.3.6.E.4</b>	<p>Recreation and Visitor-Serving Commercial and General Commercial uses shall be developed in the Moss Landing Community Plan area in accordance with the following policies and guidelines and with Section 5.2.1.B.</p> <ul style="list-style-type: none"> <li>- Permit a total of 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.</li> <li>- Encourage the expansion and improvement of existing recreation and visitor-serving facilities.</li> <li>- Design and locate new commercial visitor-serving facilities to minimize traffic and natural resource impacts.</li> <li>- Encourage the development of low and moderate-cost commercial recreation and visitor-serving facilities in preference to high cost facilities.</li> <li>- Encourage mixed use commercial development that includes housing units.</li> <li>- Encourage development of commercial uses providing necessary service to coastal dependent industries such as commercial fishing, aquaculture, and energy production, and commercial facilities providing goods and services related to the use of local recreational opportunities.</li> </ul>
<b>1982 MLCP</b>	No policy but Section 5.2.1.B describes Commercial land use designations and allowed uses, such as a cap on hotel/motels, restaurants, retail, etc.
<b>2009 Recommendation</b>	N/A
<b>2017 Version</b>	<p>Light Commercial and Recreation and Visitor-Serving Commercial uses shall be developed in the Moss Landing Community Plan area in accordance with the following provisions.</p> <ol style="list-style-type: none"> <li>a. Permit a total of up to 150 hotel/motel units counting from the date of certification of the original 1982 Land Use Plan based on available land and wastewater collection system capacity. These shall generally be provided by several smaller establishments not exceeding 30 units each.</li> <li>b. Encourage the expansion and improvement of existing recreation and visitor-serving facilities.</li> <li>c. Design and locate new commercial visitor-serving facilities to minimize traffic and natural resource impacts.</li> <li>d. Encourage the development of low and moderate-cost commercial recreation and visitor-serving facilities in preference to high cost facilities.</li> <li>e. Encourage mixed use commercial development that includes housing units.</li> <li>f. Encourage development of commercial uses providing necessary service to coastal dependent industries such as commercial fishing, aquaculture, and energy production, and commercial facilities providing goods and services related to the use of local recreational opportunities.</li> </ol>

Community Recommendation Narrative – Community recommended that permitted visitor serving units should be tracked. However, one member inquired whether there should be a cap on hotel/motel units if there's no limitation to wastewater? The community recommended

additional language to “a” to ensure that visitor lodging units are included in the North Harbor area to avoid impacts to the community’s roads.

Staff’s Recommendation Narrative – The policy language staff presented at the community meeting included the current number of hotel/motel units and was modified to make the policy more precise. After Planning Commission discussions relative to priorities, staff further modified the policy. As shown below, the reference to preference of facilities in “d” has been omitted.

2019 Policy No. NCLUP-ML-2.2 3-9 Staff Recommendation

*“~~New~~ Development in Light Commercial and the Recreation and Visitor-Serving Commercial land use designations shall be allowed in accordance with the following provisions:*

- a. Permit a total of up to ~~(110)~~ 150 overnight accommodation units ~~after plan certification~~. Hotel and Motel units shall be provided by several smaller establishments not exceeding 30 units each. Hotel and Motel units shall not be concentrated in any area of the community. Bed and Breakfast facilities shall be limited to no more than ten guest rooms. Up to 30 units of the 150 total units may be allowed within the Waterfront Industry land use designation.*
- b. Encourage improvement of existing commercial facilities.*
- c. Design and locate new commercial facilities to minimize traffic impacts and avoid natural resource impacts to the greatest extent feasible.*
- d. Encourage the development of lower cost commercial recreation and visitor-serving facilities.*
- e. Encourage mixed use commercial development that includes housing units.*
- f. Encourage development of commercial uses that provide necessary goods and services to coastal dependent industries and local recreational uses.*

**Policy No. NCLUP-ML-2.10**

The intent of this policy is to limit development within the Moss Landing Business Park to a square footage acceptable to the property owner and within wastewater limitations for full buildout of community. Impacts analyzed in the MLCP EIR will be based on this limitation.

<b>1982 NCLUP</b>	N/A
<b>1982 MLCP</b>	N/A
<b>2009 Recommendation</b>	The 2009 Committee noted that the property owner of the Business Park estimated that future development of the property would generate 25,000 gpd of wastewater. Therefore, recommendation No. 12 suggested development of the park be tied to an allocation of 25,000 gpd.
<b>2017 Version</b>	Development in the Moss Landing Business Park shall be limited to 190,000 square feet of structure(s) and 25,000 gpd wastewater.

Community Recommendation Narrative – Some desire to keep cap; others allow more flexibility. No consensus on policy language was reached. However, the community generally felt that wastewater generated from new development within the Business Park should not be such that capacity of the wastewater system would not be able to accommodate buildout of the community plan.



Staff's Recommendation Narrative – The existing structural development on the Business Park is over 300,000 square feet and under the current LCP, approximately 4,000,000 square feet of structural coverage is allowed on the site. The policy language staff presented at the community meeting identified a limitation of 1,000,000 square feet of structural coverage or 25,000 gpd of wastewater, whichever is more restrictive. However, during the meeting, the property owner's representative stated that the desired development is 2,000,000 square feet. Based on water and wastewater calculations for business park, total water use would be approximately 34,000 gpd and wastewater is estimated as 36,000 gpd. This 11,000 gpd increase is within the physical limitation of the wastewater system and within the calculated wastewater needs for planned community buildout. Therefore, staff recommends the modified language below.

2019 Policy No. NCLUP-ML-2.10 Staff Recommendation

*“Total development in the Moss Landing Business Park shall be limited to 2,000,000 square feet of floor area of structure(s) or 36,000 gpd wastewater, whichever is more restrictive.”*

## 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.

<b>General Ordinance/Document Preparation Process</b>	
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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EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP-ML-2.1 (General Policy)		
2017 Version	Staff's Changes	Community Input
Infrastructure improvements necessary to accommodate new development shall not burden the exiting community and shall be funded by those development(s) at the time of construction.	Infrastructure improvements necessary to accommodate new development shall not <u>be the financial responsibility of</u> <del>burden</del> the existing community and shall be funded by <u>new</u> <del>those</del> development(s) at the time of construction.	Infrastructure improvements necessary to accommodate new development shall not be the financial responsibility of the existing community and shall be funded by <u>the</u> new development <del>at the time of construction.</del>
<p><b>Narrative:</b> Time of construction will be explained in the CIP. <u>Clarify Community wanted the policy to address direct impacts v cumulative impacts. It was</u> <del>Written broadly to accommodate both project and cumulative; CIP will lay out details for both.</del> GP 2010 PS 1.1 has similar language.</p> <p><del>Staff will provide regulatory provisions in the CIP that include details where the community sought more clarity.</del></p> <p><b>Community Input:</b> <u>Community</u> suggests that the demand of improvements on properties owned by “others” is addressed. I.e. Only allowed pursuant to Subdivision Map Act, which outlines the procedure. <u>Marc will provide draft policy.</u> <del>The Harbor District will provide draft policy.</del></p> <p><del>Suggests “Accommodate new development” should be clarified to address impacts resulting from the development. Staff will also clarify in CIP. “Necessary” could be replaced with “required”, but necessary is broader.</del></p> <p>No consensus on policy language was reached.</p> <p><b>Area Subject to Policy:</b> Moss Landing Community</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP-ML-2.2		
2017 Version	Staff's Changes	Community Input
<p>Light Commercial and Recreation and Visitor-Serving Commercial uses shall be developed in the Moss Landing Community Plan area in accordance with the following provisions.</p> <ol style="list-style-type: none"> <li>Permit a total of up to 150 hotel/motel units counting from the date of certification of the original 1982 Land Use Plan based on available land and wastewater collection system capacity. These shall generally be provided by several smaller establishments not exceeding 30 units each.</li> <li>Encourage the expansion and improvement of existing recreation and visitor-serving facilities <u>(are these defined? Did this mean to include more than hotel/motel units? Like kayak, fishing, bird watching, whale watching, and active recreation opportunities. Clarify and bring over to changed policy).</u></li> <li>Design and locate new commercial visitor-serving facilities to minimize traffic and natural resource impacts.</li> <li>Encourage the development of low and moderate-cost commercial recreation and visitor-serving facilities in preference to high cost facilities.</li> <li>Encourage mixed use commercial development that includes housing units.</li> </ol>	<p>Light Commercial and Recreation and Visitor-Serving Commercial uses shall be developed <u>in the Moss Landing Community Plan area</u> in accordance with the following provisions:-</p> <ol style="list-style-type: none"> <li>Permit a total of up to <u>(120- Captain's Inn Units)</u> <del>150</del> hotel/motel units <del>counting from the date of certification of the original 1982 Land Use Plan based on available land and wastewater collection system capacity.</del> These shall <del>generally</del> be provided by several smaller establishments not exceeding 30 units each.</li> <li>Encourage <del>the expansion and improvement of existing</del> recreation and visitor-serving facilities <u>consistent with the community character.</u></li> <li>Design and locate new commercial visitor-serving facilities to minimize traffic and natural resource impacts.</li> <li>Encourage the development of low and moderate-cost commercial recreation and visitor-serving facilities in preference to high cost facilities.</li> <li>Encourage mixed use commercial development that includes housing units.</li> <li>Encourage development of commercial uses <u>that provide</u><del>ing</del> necessary <u>goods and</u></li> </ol>	<p><u>New development in</u> Light Commercial and <del>the</del> Recreation and Visitor-Serving Commercial <u>land use designations</u><del>uses</del> shall be <u>allowed</u><del>developed</del> in accordance with the following provisions:</p> <ol style="list-style-type: none"> <li>Permit a total of up to <u>(120- Captain's Inn Units)</u> <del>hotel/motel</del> <u>overnight</u> accommodation units <u>-after plan certification.</u> <del>These Hotel and Motel units</del> shall be provided by several smaller establishments not exceeding 30 units each. <u>Hotel and Motel units shall not be concentrated in any area of the community. Bed and Breakfast facilities shall be limited to no more than ten guest rooms.</u></li> <li>Encourage <del>— (revise to include all development) -</del> <u>improvement of existing recreation and visitor-serving commercial facilities shall be prioritized consistent with the community character</u></li> <li>Design and locate new commercial <del>visitor-serving</del> facilities <u>(add all commercial uses)</u> to minimize traffic and natural resource impacts. <u>(see note on "a" re distribution)</u></li> <li>Encourage the development of low and moderate-cost commercial recreation and visitor-serving facilities in preference to high cost facilities.</li> </ol>

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

<p>f. Encourage development of commercial uses providing necessary service to coastal dependent industries such as commercial fishing, aquaculture, and energy production, and commercial facilities providing goods and services related to the use of local recreational opportunities.</p>	<p>services to coastal dependent industries <del>and such as commercial fishing, aquaculture, and energy production, and commercial facilities providing goods and services related to the use of</del> local recreational <del>uses, opportunities.</del></p>	<p>e. Encourage mixed use commercial development that includes housing units. f. Encourage development of commercial uses that provide necessary goods and services to coastal dependent industries and local recreational uses.</p>
<p><b>Narrative:</b> Staff updated the units to reflect the current number of hotel/motel units and cleaned up the language to be more precise. Captain's Inn permitted for 10 units. <del>CIP regulations would only permit B&amp;Bs in Light Commercial and hotel/motels in Visitor Serving Commercial zoning districts.</del> <u>Community asked if the CIP will include a master list of permitted/tracking list of hotel/motel uses? Staff's response: Yes, we could develop a tracking list for ML's permitted uses.</u></p> <p><u>Staff intent is to allow only B&amp;B uses in Light Commercial and hotel/motels in VSC...in CIP.</u></p> <p><del><b>Community Input:</b> Community requested, and staff concurred, that permitted units would be tracked. Community inquired whether there should be a cap on hotel/motel units if there's no limitation to wastewater?</del></p> <p><del>The community's intent was to ensure that visitor lodging units are included in the North Harbor area to avoid impacts to the community's roads. This was addressed by changes to "a" and the intent to limit hotels/motels to VSC.</del></p> <p><u>Community asked if there's no limitation to wastewater, should we have a cap on hotel/motel units? Staff's response: Yes to maintain the scale of the community.</u></p> <p><u>Community concern with commercial uses expanding without traffic considerations (Condition of Moss Landing Road and LOS of roads. First, SR1. Second, condition of ML Rd. Third, intersection (back up) of Pieri Court. Historical knowledge from Del Piero...traffic and spreading out of potential units "point impact". Also wastewater allocation.). All addressed by changes to "a" and intent to limit hotels/motels to VSC.</u></p> <p><b>Area Subject to Policy:</b> Light Commercial and Recreation and Visitor-Serving Commercial land use designations in Moss Landing Community</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP-ML-2.3		
2017 Version	Staff's Changes	Community Input
The County of Monterey may provide economic development incentives when available to coastal-dependent and related industrial uses that expand within existing industrial sites and/or that reuse by-products such as waste heat, water, exhaust gas, or other resources from adjacent industrial processes.	The County of Monterey <del>may</del> <u>shall</u> provide economic development incentives when available to coastal-dependent and -related industrial uses that: <u>1. expand within existing industrial sites; and/or 2. that reuse by-products such as waste heat, water, exhaust gas, or other resources from adjacent industrial processes within the Moss Landing Community.</u>	The County of Monterey <del>shall</del> <u>may</u> provide economic development incentives when available to coastal-dependent and -related industrial <u>and commercial</u> uses that: 1. expand within existing <u>industrial</u> sites; <del>and/or</del> 2. reuse by-products from within the Moss Landing Community; <u>and/or 3)- support job growth or sustainability.</u>
<p><b>Narrative:</b> Staff revised the policy to be more directive to support job growth or sustainable industrial uses. Converting intensive uses to coastal dependent/related uses.</p> <p><del><b>Community Input:</b> The community came close to agreement on the language, but consensus not yet reached.</del></p> <p><u>Close, but consensus not yet reached.</u></p> <p><b>Area Subject to Policy:</b> Industrial Land Use Areas in Moss Landing Community</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP-ML-2.4		
2017 Version	Staff's Changes	Community Input
<p>The County of Monterey shall encourage the efficient use of existing industrial areas by permitting new or expanded coastal-dependent industrial facilities, consistent with Coastal Act §30260 and provided:</p> <ul style="list-style-type: none"> <li>a. Alternative locations are infeasible or more environmentally damaging;</li> <li>b. To do otherwise would adversely affect the public welfare; and</li> <li>c. Adverse environmental effects are mitigated to the maximum extent feasible</li> </ul>	<p>The County of Monterey shall encourage the efficient use of existing industrial areas by permitting new or expanded coastal-dependent industrial facilities, consistent with Coastal Act §30260 and provided facilities provided:</p> <ul style="list-style-type: none"> <li>a. Alternative locations are infeasible or more environmentally damaging;</li> <li>b. To do otherwise would adversely affect the public welfare; and</li> <li>c. Adverse environmental effects are mitigated to the maximum extent feasible.</li> </ul>	<p><del>The County of Monterey shall encourage the efficient use of existing industrial areas by permitting new or expanded coastal-dependent industrial facilities provided:</del></p> <ul style="list-style-type: none"> <li><del>a. Alternative locations are infeasible or more environmentally damaging;</del></li> <li><del>b. To do otherwise would adversely affect the public welfare; and</del></li> <li><del>c. Adverse environmental effects are mitigated to the maximum extent feasible.</del></li> </ul> <p><u>[Research Coastal Act] ...review consistency with previous policy 2.3</u></p>
<p><b>Narrative:</b> Language used is from the Coastal Act Section 30260. <del>Appears to be in conflict with previous 2017 draft Policy NCLUP-ML2.3, especially a &amp; b. Appears to be in conflict with Policy NCLUP-ML-2.3, especially a &amp; b. Delete due to Coastal Act redundancy. – Revise the section consistent with the Coastal Act.</del></p> <p><b>Community Input:</b> <del>Some suggested to delete due to Coastal Act redundancy; others suggested to revise the policy to be consistent with the Coastal Act. Consensus not yet reached.</del></p> <p><u>Consensus not yet reached.</u></p> <p><b>Area Subject to Policy:</b> Industrial Land Use Areas in Moss Landing Community</p>		



EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP-ML-2.5		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall require the submittal and approval of a General Development Plan prior to considering future expansion, improvement, or other development of heavy industrial facilities within the Moss Landing Community Plan. This policy shall not be construed to require disclosure in the General Development Plans of trade secrets, proprietary or confidential information, but only location of buildings and other land use matters necessary for planning purposes.	The County of Monterey shall require the <del>submittal and</del> approval of a General Development Plan prior to considering future expansion, improvement, or other development of <del>heavy</del> industrial facilities within the Moss Landing Community Plan. <del>This policy shall not be construed to require disclosure in the General Development Plans of trade secrets, proprietary or confidential information, but only location of buildings and other land use matters necessary for planning purposes.</del>	The County of Monterey shall require the <del>approval</del> of a General Development Plan prior to considering future expansion, improvement, or other development of industrial facilities within the Moss Landing Community Plan.
<p><b>Narrative:</b> Staff recommends a GDP for all industrial facilities, not just heavy industrial facilities. The last sentence that was deleted will be addressed in the CIP.</p> <p><b>Community Input:</b> No comments received. <u>Unclear is consensus was reached.</u></p> <p><b>Area Subject to Policy:</b> Industrial Land Use Areas in Moss Landing Community</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP-ML-2.6		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall limit development west of State Route 1 and east of the Moss Landing Harbor to improvements or modifications that are compatible with the road right-of-way and visual character of the community.	Delete Policy.	<del>The County of Monterey shall limit development west of State Route 1 and east of the Moss Landing Harbor to improvements or modifications that are compatible with the road right-of-way and visual character of the community.</del>
<p><b>Narrative:</b> <del>The area west of State Hwy 1 and east of ML harbor is considered within the scenic highway corridor of the NCLUP. Therefore, NCLUP Policy No. 2.2.4 (3) and (4) applies and this should be deleted to reduce redundancy.</del></p> <p><del>For reference, see the following policy language: NCLUP Policy No 2.2.4 (3) states: "Areas within or immediately adjacent to designated scenic highways, routes, and waterways should be zoned with a district that allows only visually compatible uses and development. No uses or development except as otherwise provided should be allowed that are visually intrusive and detract from the scenic character of the scenic corridor." NCLUP Policy No 2.2.4 (4) states: "Highway 1 from Marina to the County line at the Pajaro River should be officially designated as a State Scenic Highway and the visual character of the adjacent scenic corridor should be preserved, and where feasible restored."</del></p> <p><u>The area west of State Hwy 1 and east of ML harbor is considered within the scenic highway corridor, therefore, NCLUP Policy No. 2.2.4 (3)(4) applies and this should be deleted to reduce redundancy. For reference, see the following policy language: NCLUP Policy No 2.2.4 (3) Areas within or immediately adjacent to designated scenic highways, routes, and waterways should be zoned with a district that allows only visually compatible uses and development. No uses or development except as otherwise provided should be allowed that are visually intrusive and detract from the scenic character of the scenic corridor. (4) Highway 1 from Marina to the County line at the Pajaro River should be officially designated as a State Scenic Highway and the visual character of the adjacent scenic corridor should be preserved, and where feasible restored.</u></p> <p><del><b>Community Input:</b> Consensus reached. Some members requested that Caltrans designate the portion of Hwy 1 in the MLCP area as a State Scenic Highway.</del></p> <p><u>Consensus reached but community requests Caltrans designate Hwy 1 portion in plan area as a State Scenic Highway.</u></p> <p><b>Area Subject to Policy:</b> N/A</p>		

**EXHIBIT D**  
**MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)**

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP-ML-2.7		
2017 Version	Staff's Changes	Community Input
<p>The County of Monterey shall work with the California Public Utilities Commission to ensure that any future development of a transmission line from the Moss Landing Power Plant across Elkhorn Slough is compatible with the research and educational use of the Elkhorn Slough National Estuarine Research Reserve and permitted only if:</p> <ol style="list-style-type: none"> <li>Alternative locations are infeasible or more environmentally damaging;</li> <li>To do otherwise would adversely affect the public welfare; and</li> <li>Adverse environmental effects are mitigated to the maximum extent feasible.</li> </ol>	<p>The County of Monterey shall <del>work with the California Public Utilities Commission to</del> ensure that any future development of a transmission line from the Moss Landing Power Plant across Elkhorn Slough is compatible with the research and educational use of the Elkhorn Slough National Estuarine Research Reserve and permitted only if:</p> <ol style="list-style-type: none"> <li>Alternative locations are infeasible or more environmentally damaging;</li> <li>To do otherwise would adversely affect the public welfare; and</li> <li>Adverse environmental effects are mitigated to the maximum extent feasible.</li> </ol>	<p>The County of Monterey shall <del>prohibit a</del> <u>ensure</u> <del>that any future development of a</del> transmission line from the Moss Landing Power Plant across Elkhorn Slough. <u>[include in NCLUP Policies]</u> <del>is compatible with the research and educational use of the Elkhorn Slough National Estuarine Research Reserve and permitted only if:</del></p> <ol style="list-style-type: none"> <li><del>Alternative locations are infeasible or more environmentally damaging;</del></li> <li><del>To do otherwise would adversely affect the public welfare; and</del></li> <li><del>Adverse environmental effects are mitigated to the maximum extent feasible.</del></li> </ol>
<p><b>Narrative:</b> Should be moved to overall LUP as it affects areas mostly outside the ML community.</p> <p><b>Community Input:</b> <del>Community suggests to prohibit future development of a transmission line.</del></p> <p><b>Area Subject to Policy:</b> North County</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP –ML-2.8		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall not permit construction of new cooling water discharge outfalls in Elkhorn Slough. If the existing discharge rate is to be increased, environmental studies should be undertaken to determine the effect.	<del>The County of Monterey shall not permit construction of</del> <u>No</u> new cooling water discharge outfalls <u>shall be allowed</u> in Elkhorn Slough. If the existing discharge rate <u>from the Power Plant</u> is to be increased, environmental studies <del>shall</del> <u>could</u> be undertaken to determine the effect.	<del>No</del> <u>The County supports limiting new [existing and/or new]</u> cooling water discharge outfalls <del>shall be allowed in all Elkhorn Sloughs to protect natural resources.</del> If the existing discharge rate from the Power Plant is to be increased, environmental studies shall be undertaken to determine the effect.
<p><b>Narrative:</b> This is a carry-over policy from the currently approved MLCP (Policy No. 5.5.3.3). <del>There is one existing</del> <u>Staff knows of the</u> cooling outfall from the power plant, <u>however, are there other cooling outfalls? Need to clarify baseline for existing facilities.</u></p> <p><b>Community Input:</b> Consensus not reached. <u>Violates PC Act? Research</u></p> <p><b>Area Subject to Policy:</b> Moss Landing Community</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP – ML-2.9		
2017 Version	Staff's Changes	Community Input
Development in the Moss Landing Business Park shall include a pedestrian connection between Moss Landing Business Park and the west side of State Route 1. The pedestrian connection shall be designed to be consistent with adopted design guidelines and to otherwise maintain the visual quality of the community to the extent feasible.	Development <u>that intensifies uses</u> in the Moss Landing Business Park shall include a pedestrian connection between Moss Landing Business Park and the west side of State Route 1. The pedestrian connection shall be designed to <u>be consistent with adopted design guidelines and to otherwise maintain the visual quality of the community to the extent feasible</u> .	Development that intensifies <u>the need for pedestrian</u> uses in the Moss Landing Business Park shall include a pedestrian connection between Moss Landing Business Park and the west side of State Route 1. The pedestrian connection shall be designed to maintain the visual quality of the community.
<p><b>Narrative:</b> Changes were made to provide more clarification and be more precise. Details will be added in CIP.</p> <p><b>Community Input:</b> Property owner suggests deleting policy due to inability to obtain permission from Caltrans. Would be open to pay fair share portion of expense if designed and approved. Be cautious of using term “development” because it is such a broad term in the coastal zone. Intensification of pedestrian use in this case. Should historic use be considered as baseline? Obtain clear statement from Caltrans on ability to do some connection. Needed by community to get to east side. Broaden out to full community need?</p> <p>Community consensus to develop a policy requiring highway connection and new projects will fund fair share...desires Caltrans to install connection as component of any modification to highway 1.</p> <p><b>Area Subject to Policy:</b> Highway One between Business Park and Downtown</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP-ML-2.10		
2017 Version	Staff's Changes	Community Input
Development in the Moss Landing Business Park shall be limited to 190,000 square feet of structure(s) and 25,000 gpd wastewater.	<del>Total Development</del> <u>development</u> in the Moss Landing Business Park shall be limited to <del>190,000</del> <u>1,000,000</u> square feet of structure(s) <del>and or</del> <u>and</u> 25,000 gpd wastewater, <u>whichever is more restrictive</u> .	Total development in the Moss Landing Business Park shall be limited to 1,000,000 square feet of <u>habitable</u> structure(s) or 25,000 gpd wastewater, whichever is more restrictive.
<p><b>Narrative:</b> The site, under the current LCP, can have approximately 4,000,000 square feet of structural coverage. Multi-floor structures could cause this number to greatly increase. For purposes of limitation and to establish a level of development to analyze in the EIR, a limit of <del>2,000,000</del> <u>1,000,000</u> square feet would be established by this policy. The existing structural development on the site is over 300,000 square feet.</p> <p>Most of the site is outside the area that would be subject to sea level rise and other impacts associated with climate change.</p> <p>The 2009 Citizens committee recommended 25,000 gpd of wastewater for the business park (recommendation No. 12). The wastewater limitations in the area would allow use of up to 25,000 gallons per day from this site without imposing limitations on the uses in the rest of the Community Plan area. The calculations for water use in the business park is 0.02 gpd/square foot. Therefore, water use would be approximately <del>40,000</del> <u>20,000</u> gpd. Wastewater is estimated to be 90% of water use; therefore, wastewater demand would be <del>36,000</del> <u>18,000</u> gpd. <del>This 11,000 gpd increase is within the physical limitation of the wastewater system and within the calculated wastewater needs for planned community buildout.</del></p> <p><del>Property owner desires 2M square feet of floor area. According to the owner, non-habitable structures are also on the site currently...approximately half a million square feet. The owner requested flexibility in the policy to exceed 2M square feet of FAR and that any additional wastewater demand would be funded by the property owner.</del></p> <p><u>Property owner desires 1.3M square feet, not 1.0M, of coverage. Non-habitable structures are also on the site currently...approximately half a million square feet. Include 1.3M limitation only for purposes of MLCP EIR. Also, requests exception as authorized by a subsequent GDP and permitting and additional environmental review. Any additional wastewater demand would be funded by the property owner.</u></p> <p><b>Community Input:</b> Some desire to keep cap; others allow more flexibility. No consensus on policy language was reached.</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

**Area Subject to Policy:** Moss Landing Business Park

**Policy No. NCLUP ML-2.11**

2017 Version	Staff's Changes	Community Input
The County of Monterey shall, in consultation with the Moss Landing Harbor District, promote the development of recreation and visitor-serving commercial uses in the North Harbor area and the improvement of public recreational boating facilities.	The County of Monterey <del>shall, in consultation with the Moss Landing Harbor District, promotes</del> <u>supports</u> the development of <u>appropriate</u> recreation <u>uses</u> and visitor-serving <del>commercial</del> uses in the <del>North</del> Harbor area and the improvement of public recreational boating facilities.	The County of Monterey supports the development of appropriate recreation uses and visitor-serving uses in the Harbor area and the improvement of public recreational boating facilities.
<p><b>Narrative:</b> The policy has been modified to reflect the County's intent to support, rather than promote, appropriate uses. Also, this policy is expanded to all harbor areas.</p> <p><del><b>Community Input:</b></del> FANS requested prohibiting jet skis, but Harbors and Navigation Code preclude us from regulating watercraft. Consensus not yet reached <del>on final language</del>.</p> <p><b>Area Subject to Policy:</b> Moss Landing Harbor</p>		



EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP ML-2.12		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall, in consultation with the Moss Landing Harbor District, encourage the use of existing piers for access and recreational purposes when compatible with commercial fishing uses.	The County of Monterey <del>shall, in consultation with the Moss Landing Harbor District,</del> encourages the use of existing piers for <u>water</u> access and recreational purposes when compatible with commercial fishing uses.	The County of Monterey encourages the use of existing piers for water access and recreational purposes when compatible with commercial fishing uses.
<p><b>Narrative:</b> Modified to reflect the County's action.</p> <p><del><b>Community Input:</b> Unclear if <u>No</u> consensus reached.</del></p> <p><b>Area Subject to Policy:</b> Moss Landing Harbor</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP ML-2.13		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall, in consultation with the Moss Landing Harbor District, encourage the full use of harbor facilities to accommodate maritime activities, commercial fishing, recreational boating, and visitor-serving accommodations—all while protecting environmentally sensitive habitat areas.	The County of Monterey <del>shall, in consultation with the Moss Landing Harbor District, encourage the</del> supports full use of harbor facilities to accommodate <u>appropriate</u> maritime activities, <u>such as</u> commercial fishing, recreational boating, and visitor-serving accommodations—all while <del>protecting environmentally sensitive habitat areas.</del>	The County of Monterey supports full use of harbor facilities to accommodate appropriate maritime activities, such as commercial fishing, recreational boating, and visitor-serving accommodations.
<p><b>Narrative:</b> Last portion deleted because it is covered in existing policies. Modified to reflect the County's action. Procedures will be included in the CIP, including consultation with all applicable agencies.</p> <p><b>Community Input:</b> FANS suggests keeping this last portion of last sentence for clarification. <u>Check ESHA maps for harbor facility areas.</u> This may also justify deletion of portion of sentence. Consensus not yet reached.</p> <p><b>Area Subject to Policy:</b> Moss Landing Harbor</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP ML-2.14		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall, in consultation with the Moss Landing Harbor District, promote structural bulkheading, not including rip rap, where necessary to prevent erosion and to maximize use of available shoreline in the Harbor.	The County of Monterey <del>shall, in consultation with the Moss Landing Harbor District, promote</del> <u>supports</u> structural bulkheading, not including rip rap, where necessary to prevent erosion and <del>to maximize use of available</del> <u>protect the Harbor</u> shoreline <del>in the Harbor</del> .	The County of Monterey supports structural bulkheading, not including rip rap, where necessary to prevent erosion and protect the Harbor shoreline.
<p><b>Narrative:</b> Modified to reflect the County's action. Procedures will be included in the CIP, including consultation with all applicable agencies.</p> <p><b>Community Input:</b> Consensus reached.</p> <p><b>Area Subject to Policy:</b> Moss Landing Harbor shoreline</p>		

Policy No. NCLUP ML-2.15		
2017 Version	Staff's Changes	Community Input
The County of Monterey, in consultation with the Moss Landing Harbor District and private property owners, shall promote the development of a public parking facility at a location near the northwest end of the Island.	The County of Monterey, <del>in consultation with the Moss Landing Harbor District and private property owners, shall promote</del> <u>supports</u> the development of a public parking facility at a location near the northwest end of the Island.	The County of Monterey supports the development of <del>a</del> public parking <del>facility</del> at a location near the northwest end of the Island.
<p><b>Narrative:</b> Modified to reflect the County's action. Where could the parking area go? What about "weekend" parking? Would this qualify?</p> <p><b>Community Input:</b> Consensus reached.</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

<b>Area Subject to Policy:</b> Island Neighborhood		
<b>Policy No. NCLUP ML-2.16</b>		
2017 Version	Staff's Changes	Community Input
Due to the limited capacity of State Route 1, the County of Monterey, in coordination with the Moss Landing Harbor District, shall curtail expansion of Moss Landing Harbor south of Sandholdt Bridge.	<del>Due to the limited capacity of State Route 1,</del> The County of Monterey, <del>in coordination with the Moss Landing Harbor District,</del> <del>shall supports the Harbor District's plans to</del> curtail expansion of Moss Landing Harbor south of Sandholdt Bridge.	The County of Monterey supports the Harbor District's plans to curtail expansion of <u>Moss Landing's in-water harbor facilities</u> south of Sandholdt Bridge. <u>This policy shall not limit development of land-based harbor facilities on Assessor's Parcel Number 133-212-009-000 (APN XXX-XXX-XXX-XXX) owned by the Harbor District.</u>
<p><b>Narrative:</b> Modified to reflect the County's position to protect the Old Salinas river channel environment consistent with the Harbor District's master plan.</p> <p><b>Community Input:</b> Change colors for Figure ML-6 to distinguish land-based harbor facility and h2o and water facilities. Should the policy include intent? <u>Already covered in other policies (which ones?).</u> <del>Harbor District stated that boats cannot get under the bridge.</del></p>		
<b>Area Subject to Policy:</b> Moss Landing Harbor (south area)		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP ML-2.17		
2017 Version	Staff's Changes	Community Input
The County of Monterey, in coordination with the Moss Landing Harbor District, shall ensure that the use of existing land-based facilities that support commercial boating do not jeopardize the protection of public access to the shoreline.	The County of Monterey, <del>in coordination with the Moss Landing Harbor District,</del> shall ensure that the use of existing land-based facilities that support commercial boating do not jeopardize <del>the protection of</del> public access <del>to the shoreline.</del>	The County of Monterey shall ensure that <del>the proposed development use of existing land-based facilities</del> that supports commercial boating <del>does not diminish or compromise jeopardize</del> public access.
<p><b>Narrative:</b> Modified to reflect the County's action. NOTE: Check Public Access Policies to see if we need to delete this policy. Intent to provide equal weight to both commercial boating and public access.</p> <p><del>Staff's recommendation for the 2/7/19 Community meeting is to delete as this policy is covered under Policy 6.4.A.3, which states "Siting and design of development proposals in order to protect public access opportunities will be required in the permit process. Modifications to a project may be required if access cannot be otherwise protected. Existing access ways or trails can be rerouted or improved when formally dedicated in order to provide flexibility to the property owner in the use of his land, provided the rerouting does not diminish reasonable public use, enjoyment, and is consistent with policy D-1 and H-1 of this section."</del></p> <p><del><b>Community Input:</b> Intent to provide equal weight to both commercial boating and public access.</del></p> <p><b>Area Subject to Policy:</b> Moss Landing Harbor.</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP ML-2.18		
2017 Version	Staff's Changes	Community Input
New development shall avoid environmental damage to the extent feasible that would otherwise result from construction and deconstruction activities on lands adjacent to Moss Landing Harbor, including pile driving, sheet pile installation, and the physical disturbance of potentially contaminated marine sediments. Where avoidance is not feasible, developments shall implement measures to reduce environmental damage.	Delete.	New development shall avoid environmental damage to the extent feasible that would otherwise result from construction and deconstruction activities on lands adjacent to Moss Landing <del>h</del> Harbor, <del>including pile driving, sheet pile installation, and the physical disturbance of potentially contaminated marine sediments.</del> Where avoidance is not feasible, developments shall implement measures to reduce environmental damage.
<p><b>Narrative:</b> Redundant with requirements of CA Environmental Quality Act. <del>Staff recommendation was to delete because policies within NCLUP Sections 2.3 and 2.4 protect these resources.</del></p> <p>Community has two positions: delete or keep. Keep language: When CCC takes jurisdiction the County's determination is a nullity. CCC <u>would review the LUP policies and makes its determination based on these policies.</u> Delete policy since it calls out the harbor district and its facilities to the exclusion for all others making an application. What is CCC position: Only looked at 2017 version (not staff's recommended changes). Will need to review updated version.</p> <p><b>Community Input:</b> <del>There were two main positions; delete or keep.</del></p> <ul style="list-style-type: none"> <li><del>• Keep: When CCC takes jurisdiction the County's CEQA determination is a nullity. CCC would review the LUP policies and makes its determination based on these policies.</del></li> <li><del>• Delete: This policy calls out the harbor district and its facilities to the exclusion of all others making an application. Policies under NCLUP Sections 2.3 and 2.4 require protection of environmentally sensitive habitat and the protection of resources related to diking, dredging, filling and shoreline structures.</del></li> </ul> <p><b>Area Subject to Policy:</b> Moss Landing Harbor and adjacent lands</p>		



EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP ML-2.20		
2017 Version	Staff's Changes	Community Input
Optimum use of the existing harbor area should be compatible with conservation of the most sensitive and viable wetlands.	<del>Optimum</del> Monterey County supports use of the existing harbor area <del>should be</del> <u>that is</u> compatible with conservation of the most sensitive <del>and viable</del> wetlands.	<del>Monterey County supports use of the existing harbor area that is compatible with conservation of the most sensitive wetlands.</del>  <del>Monterey County supports use of the existing harbor area that is compatible with conservation of the most sensitive wetlands.</del>
<p><b>Narrative:</b> Modified to reflect the County's action. <del>Staff recommends deletion because policies within NCLUP Sections 2.3 and 2.4 protect these resources.</del></p> <p><del><b>Community Input:</b></del> <u>Harbor District Comment:</u> Conflicts with Harbor District Statute, recommends deletion.</p> <p>What is the defined harbor area? Where and what type of sensitive wetlands? This policy may be redundant as amended and can be deleted. Keep or expand to all areas? What is the purpose, are there unintended consequences to this policy? Is Policy intended to protect harbor or wetlands?</p> <p>No community consensus.</p> <p><u>Revised policy language during community discussion: Monterey County supports development and use that is compatible with conservation and preservation of sensitive wetlands.</u></p> <p><b>Area Subject to Policy:</b> Moss Landing</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP ML-2.21		
2017 Version	Staff's Changes	Community Input
If the Moss Landing Harbor District proposes additional berthing facilities, the County of Monterey will participate in evaluating methods to improve tidal flow and sediment transport from the North Harbor as a means of improving capacity of the North Harbor to minimize the need for dredging. One possible method would be expansion of the existing culvert under Jetty Road.	<del>If the Moss Landing Harbor District proposes additional berthing facilities, the</del> County of Monterey <del>will participate in evaluating methods to supports</del> improveing tidal flow and sediment transport from the North Harbor as a means of improving capacity of the North Harbor to minimize the need for dredging. <del>One possible method would be expansion of the existing culvert under Jetty Road.</del>	The County of Monterey supports <u>exploring alternative methods to encourage</u> improving tidal flow and sediment transport from the North Harbor as a means of improving capacity of the North Harbor to minimize the need for dredging.
<p><b>Narrative:</b> Modified to reflect the County's action. Last sentence covered by North County LUP Policy 2.4.4.3</p> <p><del><b>Community Input:</b></del> Some community members recommend deletion of policy as natural processes have not worked in the past. Some community members recommend editing policy and pursue natural alternative methods/developing natural techniques using the scientific community. <del>No community consensus.</del></p> <p><b>Area Subject to Policy:</b> Moss Landing Harbor</p>		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

Policy No. NCLUP ML 2.22		
2017 Version	Staff's Changes	Community Input
When the County of Monterey reviews applications or environmental documents from the Moss Landing Harbor District to upgrade or develop recreational boating support facilities, the County shall consider methods to conserve sensitive mudflat habitats.	Delete.	<del>When the County of Monterey reviews applications or environmental documents from the Moss Landing Harbor District to upgrade or develop recreational boating support facilities, the County shall consider methods to conserve sensitive mudflat habitats.</del>
<p><b>Narrative:</b> Covered by North County LUP Policies listed under 2.3.2 and Policy 2.3.3.b.</p> <p><b>Community Input:</b> MBARI/Harbor District agrees with deleting. Harbor District recommends adding a separate policy addressing restoration of wetlands by State agencies (scour of slough and erosion).</p> <p><b>Area Subject to Policy:</b> Moss Landing</p>		

Policy No. NCLUP ML 2.23		
2017 Version	Staff's Changes	Community Input
The County of Monterey shall work with property owners to preserve and maintain all fish handling and processing facilities on the Island.	The County of Monterey <del>shall work</del> <u>with supports efforts by</u> property owners to preserve and maintain all fish handling and processing facilities on the Island.	The County of Monterey <del>shall work</del> <u>with supports efforts by</u> property owners to preserve and maintain all fish handling and processing facilities on the Island.
<p><b>Narrative:</b> Modified to reflect the County's action.</p> <p><b>Community Input:</b> Replace with 5.3.1. Review list in 5.3.2 and 5.3.3 5.6.3.1 to see they are still needed. Remove 5.3.3.6. If we keep 5.3.3.1, add reference to MBARI &amp; MLML. NOTE: Harbor District will work with MBARI on list review.</p> <p><b>Area Subject to Policy:</b> Island Neighborhood</p>		

**EXHIBIT D**  
**MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)**

**EXHIBIT D**  
**MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)**

<b>Policy No. NCLUP ML 2.24</b>		
<b>2017 Version</b>	<b>Staff's Changes</b>	<b>Community Input</b>
Monterey County shall require new development on the Island to provide either on-site parking or a dedicated off-site parking facility. Shared parking may be considered where it can be reserved for the use.	No change.	Monterey County shall require new development on the Island to provide either on-site parking or a dedicated off-site parking facility. Shared parking may be considered where it can be reserved for the use.
<b>Narrative:</b> Discuss with community. This is essentially part of old policy 5.3.3.9 with flexibility to provide off-site or shared parking.		
<b>Area Subject to Policy:</b> Island Neighborhood		

<b>Policy No. NCLUP ML 2.25</b>		
<b>2017 Version</b>	<b>Staff's Changes</b>	<b>Community Input</b>
For any new development project where exterior lights are proposed to be installed along wharfs, piers, docks, approach trestles, or buildings adjacent to or located on wharfs or piers, exterior lighting shall be limited to fully shielded, low voltage, narrow-wavelength band lights that protect marine life, and direct light away from aquatic habitat and the sky.	For any new development project where exterior lights are proposed to be installed along wharfs, piers, docks, approach trestles, or buildings adjacent to or located on wharfs or piers, exterior lighting shall be limited to fully shielded, <del>low voltage, narrow-wavelength band</del> lights that protect marine life, and direct light away from aquatic habitat and the sky.	<del>For any new development project where exterior lights are proposed to be installed along wharfs, piers, docks, approach trestles, or buildings adjacent to or located on wharfs or piers, exterior</del> <u>Exterior</u> lighting shall be limited to fully shielded, lights that protect marine life, and direct light away from aquatic habitat and the sky.
<b>Narrative:</b> Allow flexibility for other lighting solutions <del>that protect marine life.</del>		
<b>Community Input:</b> “Fully shielded” should be clarified.		

EXHIBIT D  
MOSS LANDING COMMUNITY PLAN POLICY MATRIX – (SECTION 2.0 – LAND USE)

<b>Area Subject to Policy:</b> Moss Landing
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