

Port San Luis Harbor District **Port Master Plan**

Final Draft

June 10, 2003



The 2003 Port Master Plan Update is a collaborative project of the Port San Luis Harbor District and the State Coastal Conservancy.

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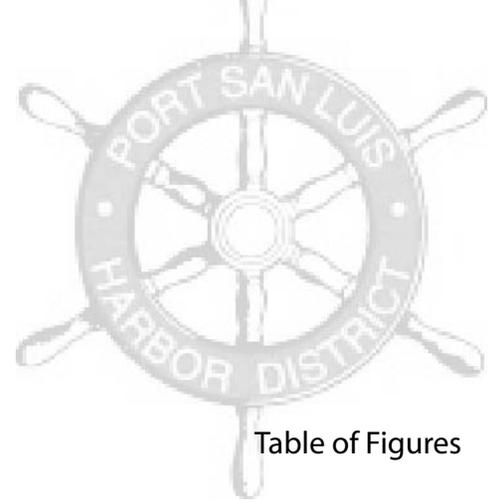


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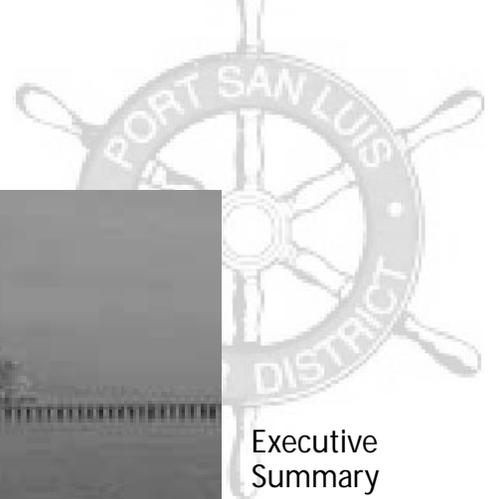
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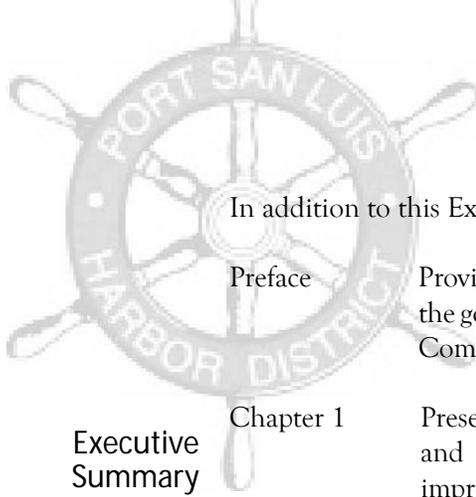
Executive Summary

Introduction

The 2003 Port San Luis Harbor District Port Master Plan was created to continue the long-standing tradition of stewardship by the Harbor District for the use and development of the land and water areas under its jurisdiction. This Master Plan meets public obligations for the administration of these areas as mandated by the State Tidelands Grant (Chapters 647 of Statutes of 1955 and as amended by Chapter 302 of Statutes of 1957, see Appendix I) and the California Coastal Act of 1976. Chapter 3 of this Plan is incorporated into the San Luis Obispo County's Local Coastal Program (LCP) for the San Luis Bay Planning Area as the governing policies for land and water uses at Port San Luis. The projected period for this Plan is ten years.

A comprehensive update of the 1984 Port Master Plan (revised 1994) was necessary to provide current information about the issues surrounding the use and development at the Port. Several challenging issues including the District's financial security, the weakening commercial fishing industry, and development interest in the Harbor Terrace site required the District to evaluate resource allocations and consider alternative strategies for the future treatment of Port facilities. This revised Master Plan supports District operations, guides new development with sensitivity to natural resources and the unique character of the Port, and creates a waterfront environment enjoyable to all.

The Harbor Commission's preparation of this Master Plan involved extensive public outreach to create a policy framework broadly supported by the boating and fishing public, adjacent communities, and regulatory agencies.



Executive
Summary

In addition to this Executive Summary, the Master Plan has six sections:

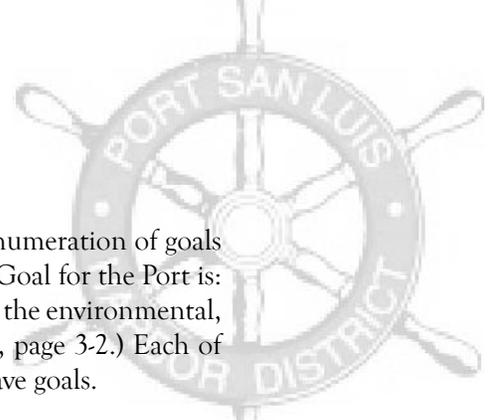
- Preface Provides a general introduction and overview of the Master Plan and discusses the governance of Port San Luis Harbor District including the California Coastal Commission and the County of San Luis Obispo land use requirements.
- Chapter 1 Presents the objectives of the Master Plan, introduces the Planning Sub-Areas, and reviews the planning challenges addressed by the policies and physical improvements of this Plan.
- Chapter 2 Tells the history of Port San Luis, from its inception in 1868 to today, and sets the planning context for each of the seven geographical Planning Sub-Areas, including existing conditions and the Harbor Commission’s vision.
- Chapter 3 The heart of the Master Plan, which sets forth the governing policies for the use and development of areas under Port control. Policies are organized according to the extent of their application, i.e., either Districtwide or by individual sub-areas.
- Chapter 4 Outlines the Master Plan Implementation Plan, which explains the Development Review and Approval Process, recommended physical improvements and supportive actions, potential funding sources, and project phasing.
- Appendix Provides supporting information for the Master Plan including a comprehensive glossary, Coastal Access Plan, Coastal Act Consistency Matrix, Allowable Uses from the County’s Framework for Planning, Harford Pier Design Guidelines, Permitting Boundary Maps, and State Tidelands Grant legislative text and map.

Background

The Harbor District owns and controls both land and tideland properties at San Luis Obispo Bay, bounded by Point San Luis on the west, the Irish Hills to the north, Sunset Palisades on the east, and the southerly ocean area three miles seaward. The Study Area encompasses roughly 2,500 acres of water and 125 acres of land, and is divided into seven planning sub-areas: Open Water, Harford Pier, Harford Landing, Beach and Bluffs, Harbor Terrace, Lightstation, and Avila Beach.

The Tidelands Grant (see Appendix I) to the Harbor District by the State of California mandates specific functions that the District must guarantee for public use including the development of a public harbor to meet the needs of the people of the State and the provision of recreational and visitor-serving uses within the granted lands.

The California Coastal Act of 1976 also mandates that the District accommodate certain priority uses in its administration of the waterfront areas under its control. Harbor District policies and programs that carry out the administrative mandates of the State are encompassed in this Master Plan, and established in the San Luis Obispo County LCP for the San Luis Bay Planning Area.



Master Plan Process

The master planning process was initiated with the Harbor Commission's enumeration of goals for the use and development of Harbor District properties. The overarching Goal for the Port is: "A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups." (District-wide Goal, page 3-2.) Each of the seven planning sub-areas has an associated goal and certain issues also have goals.

After extensive consideration of the numerous issues affecting development at the Port (see summary of Planning Challenges below and Chapter 1) including existing uses, changing market conditions, public obligations, and community desires, policies were drafted to provide guidance to future Harbor Commissions. Additionally, in an effort to provide a plan of action that will implement policies and achieve Harbor District Master Plan Goals, physical improvements and supportive programs were developed and recommended.

Planning Challenges Summary

Numerous planning issues and challenges affecting achievement of the master plan goals were studied and addressed through policy formulation and improvement planning. The primary issue areas are briefly summarized here:

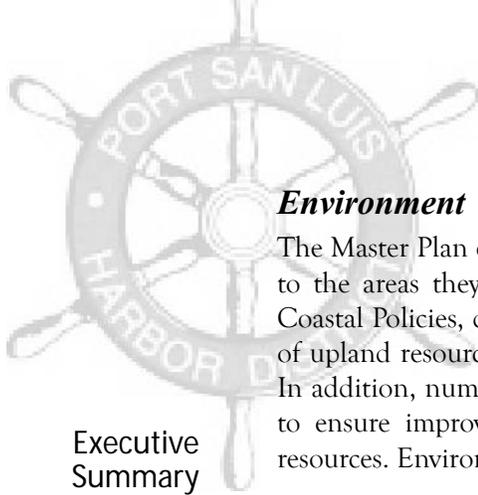
District Priorities and Fiscal Considerations

The Harbor District is obligated to the people of the State of California under Harbor and Navigation Code (§6000 et. seq), the original Tidelands Grant Statutes, and the California Coastal Act to meet the administrative mandates for the use and development of the land and water areas under its control. Over the past two decades, the means to pay for related facilities and functions has diminished substantially and there is no longer sufficient income to pay for essential harbor services and facilities without augmenting financing sources. Providing opportunities to accommodate revenue-producing uses may mediate tightening budgets. It is the Harbor District's intent to create a mix of uses that are compatible with recreational opportunities and the surrounding area in a way that is mutually-beneficial to the District, the Avila community, and the people that come to enjoy the waterfront. In conformance with the Coastal Act, the District must continue to accommodate low-cost visitor-serving amenities (PRCS 30213). In the end, the Harbor District must provide a balanced range of uses to meet its public obligations and financial needs.

Harbor Users

Port facilities including the Harford and Avila Piers, open water area, beaches, and upland areas at Harford Landing and Harbor Terrace predominantly support coastal dependent uses, which depend upon adequate access and proximate locations to water and the shoreline.

While not requiring direct waterfront locations, coastal related uses may complement coastal dependent uses and support waterfront visitors and workers. The major coastal related uses at the Port include restaurants, boat storage, and seafood processing. The greatest potential to accommodate new visitor uses is at Harbor Terrace; visitor amenities may also be added at the bluff overlooks, on the periphery of Harford Landing, and at the Avila Pier and Parking Lot.



Environment

The Master Plan evaluates and addresses several natural resource issues classified according to the areas they affect, i.e., offshore and onshore locations. San Luis Obispo County Coastal Policies, development standards, and land use ordinances govern the development of upland resources at Port San Luis and provide safeguard measures for their protection. In addition, numerous agencies regulate the use and development of land and water areas to ensure improvements and activities show consideration for sensitive environmental resources. Environmental subject areas reviewed include:

Offshore Resources

- The marine environment including the diverse and active marine ecosystem, complete with abundant fishes, invertebrates, mammals, and birds of San Luis Obispo Bay.
- Water quality in San Luis Obispo Bay as affected by development and use of coastal waters at Port San Luis and upstream in the San Luis Obispo Creek watershed.

Onshore Resources

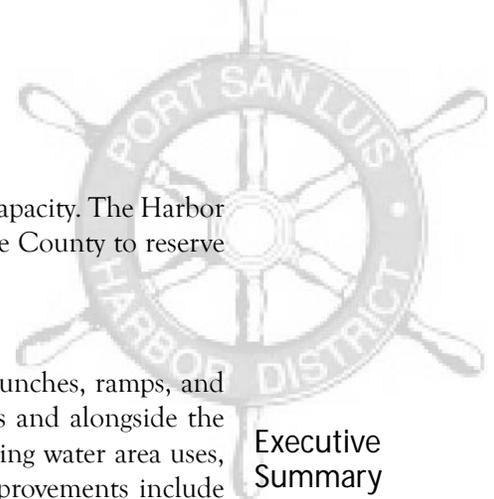
- Cultural Resources including the historic facilities on or adjacent to Port property such as Harford Pier and the Lightstation, the San Luis Yacht Club in Avila, and the Chumash Indian sites in the area.
- Geology / Bluff Erosion affect land areas on both sides of Avila Beach Drive (seaside bluffs and Harbor Terrace hillsides). The shoreline bluffs, which support the primary access route to Port San Luis, are vulnerable to the effects of persistent wave action. Geologic instability and erosion at Harbor Terrace are associated with the presence of several landslides partially caused by previous grading work, subsurface seeps, and the San Luis Bay Fault (inactive).
- Scenic Resources refer to the visual landscape of the rural waterfront at Port San Luis and the Avila area. The coastal bluffs and scenic integrity of the waterfront requires sensitive site and design planning to preserve the aesthetically pleasing land and seascape.

Access

Both the Coastal Act and the California Constitution guarantee the rights of all citizens to access and use State tidelands. Port San Luis Harbor District provides harbor functions; therefore, providing boaters access to the water and to their vessels is essential. Within the study area, all waterfront access depends upon road capacity on the primary route to the Port, Avila Beach Drive, which is controlled by the County of San Luis Obispo and sufficient parking. Access was examined from the following perspectives:

- **Road Capacity**

One of the chief priorities of the 1976 Coastal Act concerns the protection of public access to the waterfront (PRC §30224). One of the methods provided in the Coastal Act to carry out this priority is to require that service capacities are reserved to serve priority uses (PRC §30254). Avila Beach Drive provides the only vehicle connection to Port San Luis from Avila Beach, Avila Valley, and beyond. However, road capacity is limited and non-priority land uses occurring in areas outside of Harbor District jurisdiction may consume available road capacity and limit the District's ability to accommodate higher priority uses. Nearly all uses and functions that occur at the Port are coastal dependent (boating, fishing, and waterfront recreation) yet the Harbor District cannot ensure that



development outside its jurisdiction does not absorb essential road capacity. The Harbor District supports the Coastal Commission's recommendation to the County to reserve road capacity to serve priority uses (LCP Review, 2001).

- Access to Vessels

Vessel access occurs by means of getting boats into the water via launches, ramps, and hoists, and enabling individuals to reach their vessels on moorings and alongside the pier. Planning challenges facing water access issues include conflicting water area uses, insufficient access facilities, and sand shoaling. Recommended improvements include additional landings, skiff storage space, and a long-term dredging solution.

- Vertical Access

Port San Luis Harbor District's jurisdiction embraces the tidelands of San Luis Obispo Bay, with much of the property immediately along the waterfront. Vertical access enables the public to reach the shoreline from public roadways through stairways, ADA ramps, and trails. Numerous vertical accessways are provided and maintained to serve the public along the water and additional facilities will be needed to increase access with the development of visitor uses at Harbor Terrace and as other recreational demands warrant.

- Lateral Access

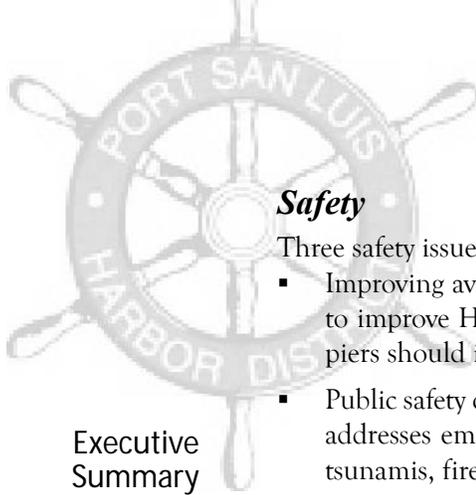
Connectivity among Port properties occurs by boat, walking, driving, taking the Avila trolley, or bicycling. The challenge is to facilitate adequate connections between properties and provide pedestrian amenities and other facilities to enhance the utility of existing facilities and the experience of the user. The State is coordinating the development of the California Coastal Trail (CCT) along the 1,200-mile California coastline from Oregon to the Mexican border. Lateral access improvements at Port San Luis will support other County efforts to develop the CCT in this area.

- Parking

Waterfront access is heavily influenced by the availability of an adequate supply of parking for visitors, residents, employees, and harbor users. The arrangement and management of parking facilities affects smooth traffic flow within the harbor and the community. Locating and providing an adequate and convenient parking supply is a continuous challenge for the District.

Services

Proposed developments at the Port must be within resource and system capacities available to the Harbor District. The most recent Resource Capacity Study studied improvements proposed in the 1984 Master Plan was completed in 1997. The Harbor District's available capacity of water and wastewater resources are estimated to be sufficient to serve proposed improvements in this Plan. The amount of resources necessary to serve new development on Harbor Terrace is undetermined; therefore before approving new development proposed in the 2003 Master Plan the Resource Capacity Study should be updated to verify an accurate amount of available capacity.



Safety

Three safety issues merit Master Plan consideration:

- Improving available water pressure so that it meets fire authority standards is necessary to improve Harbor District fire safety on the land and piers. New development on the piers should incorporate additional fire prevention improvements.
- Public safety could be enhanced by the development of an emergency response plan that addresses emergency evacuation of Port facilities due to radiation release, earthquake, tsunamis, fire, war, storms, etc.
- Safety along Avila Beach Drive needs improvement with walkways, crosswalks, and other safety measures to protect pedestrians, bicyclists, and motorists.

Physical Improvements Summary

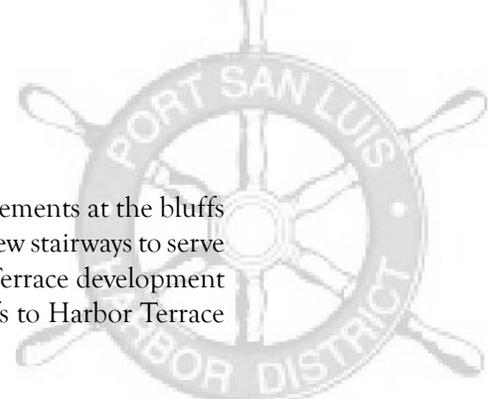
In light of the planning challenges described above, and in an effort to achieve the goals and policies set forth in Chapter 3, the Master Plan recommends numerous physical improvements and supportive programs (non-mandatory actions). Most physical improvements are access-related or pertain to facilitating development of Harbor Terrace.

Physical improvements are projected to be phased over ten years and are divided into three phases: Short (0 – 2years), Medium (3 – 5 years), and Medium to Long range (6 – 10 years). Accomplishing the recommended improvements depends upon a strategy of project priorities matched to the Harbor District’s ability to provide resources to achieve them. The implementation strategy focuses on improvement projects, supporting programs, financing and phasing strategies, and design guidelines. In brief, physical improvements consist of:

Open Water Area: No physical improvements are recommended for this area; however, a study of the sand migration at the boat launching areas is needed.

Harford Pier: Public access will be enhanced through pier restoration along the pier drive and walkways including interpretive exhibits, bike racks, and supporting amenities. Boating access will be improved by the addition of skiff storage (both wet and dry) and a new fixed visitor landing. Available lease space will be used more efficiently with redevelopment of Pod 1, promotion of lease area under the canopy, and reuse of the Harbor Offices at the pier terminus. Complete rehabilitation of the historic pier is a long-term objective of this Master Plan.

Harford Landing. Reorganization of the parking lot will offer more efficient circulation and distribution of parking space, and will add a flexible parking area in the East Parking Lot. Use of a trolley will be a more attractive and comfortable transport option with formalized trolley stops at centralized convenient locations. Additional bike racks in strategic locations will better serve recreational and commuting cyclists. Pedestrian movement will be both safer and more enjoyable with new walkways through the parking lot and enhanced paths at the water’s edge. Long-term goals for this area include: the relocation and consolidation of Harbor Offices and Maintenance facilities to Harbor Terrace and the reuse of these areas as lease space; the increase of the west parking lot elevation to reduce wave overtopping and increase parking lot safety; and, reconstruction of the trailer boat wash down area concurrent with the incorporation of water quality measures.



Beach and Bluffs. Public access will be improved in this location by enhancements at the bluffs to provide pedestrian and vehicle oriented overlooks and by the addition of new stairways to serve the beaches. Improvements in these areas will be coordinated with Harbor Terrace development including the transition of recreational vehicle (RV) camping from the bluffs to Harbor Terrace and development of other visitor serving uses.

Harbor Terrace. Harbor and visitor-serving uses are planned for the upland coastal property known as Harbor Terrace. A mix of overnight accommodations including group camping, RV camping, and yurts or bungalows/cabins with complementary retail uses will provide harbor visitors with a destination in proximity to dozens of recreational opportunities. Other harbor users will continue to be able to use the site for storage of boat trailers and gear. The Harbor District will consolidate facilities to this site, freeing up scarce waterfront space for other coastal dependent uses.

Lightstation. Improvements to the Lightstation will concentrate on facilitating access to the Lightstation through several means, such as shuttle, trail, kayak, and boat. Creating supportive facilities like parking and staging areas, a rebuilt pier, and connections to the Lightstation at other Port Planning Sub-Areas (e.g., a new landing at Avila Pier, trail connections from the Beach and Bluffs, informative brochures and signage at Harford Landing) will increase public access and public enjoyment of this historical site.

Avila Beach Properties. Boating and pedestrian access will be improved with the addition of supportive amenities to these user groups. A new boat landing and skiff storage (wet and dry) will increase the recreational use of the pier for boaters. At the east end of the beach, the old existing stairway will be replaced and upgraded to better serve beachgoers. The parking lot may support development of commercial or visitor-serving transient units as a revenue generator to offset the costs of the beach and pier expenses.

Funding and Phasing

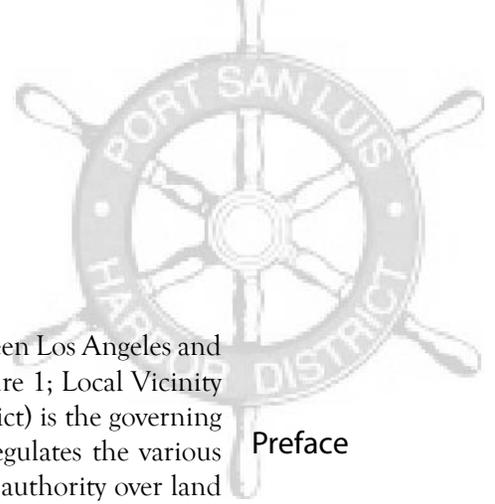
Paying for proposed improvements will require the Harbor District to carry out a combination of strategies including grant and loan funding, entering public-private partnerships, and creating innovative projects that are attractive to available funding sources. Due to the multiple benefits that many projects have, the District may combine funds from several potential “benefit groups” with primary project funding sources.

Priorities may change because of evolving environmental and political conditions. Additionally, the timing of available funding for specific projects may also affect changes in priorities, as may occur with bond measures or tax increases, for example. Project phasing should remain fluid.



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Preface

A. Setting

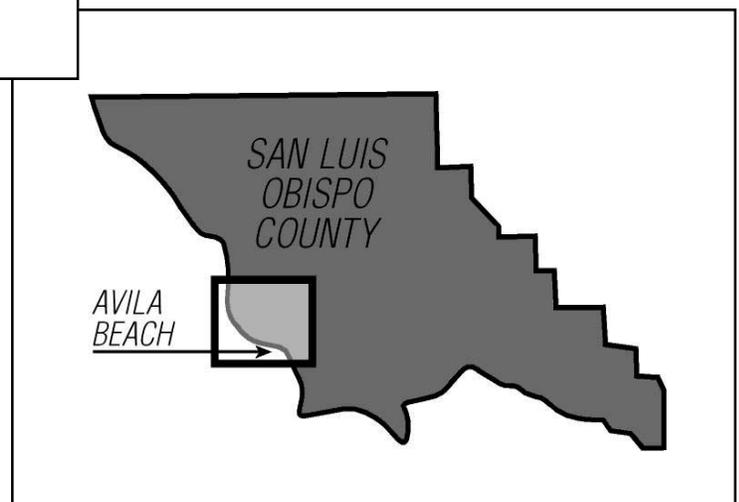
Port San Luis (Port) is located on the Central California Coast, midway between Los Angeles and San Francisco, in San Luis Obispo County (see Regional Vicinity Map, Figure 1; Local Vicinity Map, Figure 2). The Port San Luis Harbor District (Harbor District or District) is the governing agency that provides public services and improvements for the Port and regulates the various commercial and recreational uses at the harbor. The Harbor District shares authority over land uses and development under its ownership with two regulatory agencies: the County of San Luis Obispo and the California Coastal Commission, as described in Governance below, and in Chapter 4 Development Approval Process.

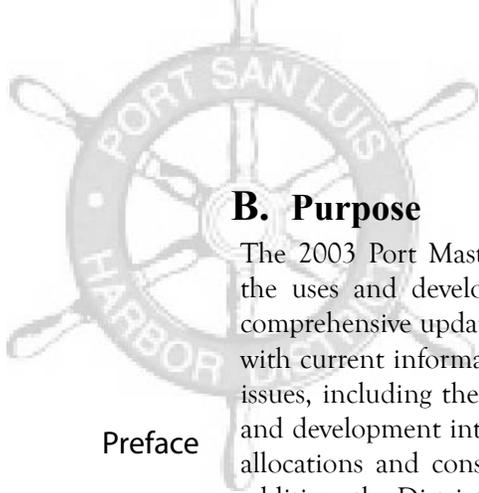
Preface



Figure 1 Regional Vicinity Map

Figure 2 Local Vicinity Map





B. Purpose

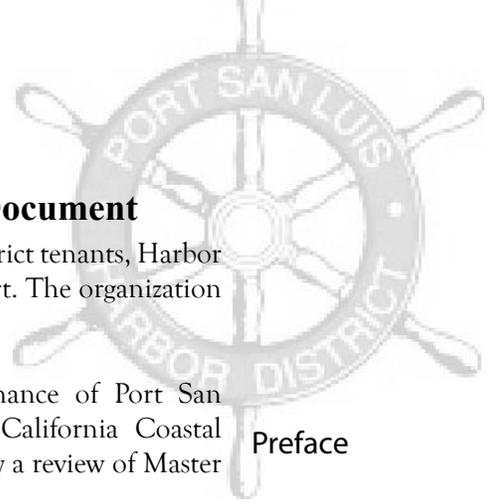
Preface

The 2003 Port Master Plan sets forth the Harbor District’s official public policy regarding the uses and development of the land, piers, and tidelands under its administration. A comprehensive update of the 1984 Port Master Plan was necessary to provide decision makers with current information about the land and water uses at Port San Luis. Several challenging issues, including the District’s financial security, the weakening commercial fishing industry, and development interest in the Harbor Terrace site required the District to evaluate resource allocations and consider alternative strategies for the future treatment of Port facilities. In addition, the District needs to consider how the addition of new uses will affect their ability to meet public obligations in the future. This Plan encompasses the Harbor District’s strategy for addressing these issues.

The Port Master Plan is both a policy plan and master development plan for the areas under the control of the Harbor District. Significant portions of this document, particularly the Goals and Policies set forth in Chapter 3, are incorporated into the County Local Coastal Program (LCP) for the San Luis Bay Planning Area. The goals and policies provide long-term visions and policy commitments for the use and development of Port property. Chapter 4 makes up the development component, familiarly known as a “master plan,” has a shorter time horizon, and is principally concerned with translating the goal and policy statements of this Plan into physical improvements. Both the “master plan” and “policy plan” must be consistent with the County’s LCP. All activities of the Harbor District affecting the physical development of the harbor must be consistent with this Plan.



Fisherman’s Memorial near Harford Landing.



C. Organization of the Master Plan / How to Use this Document

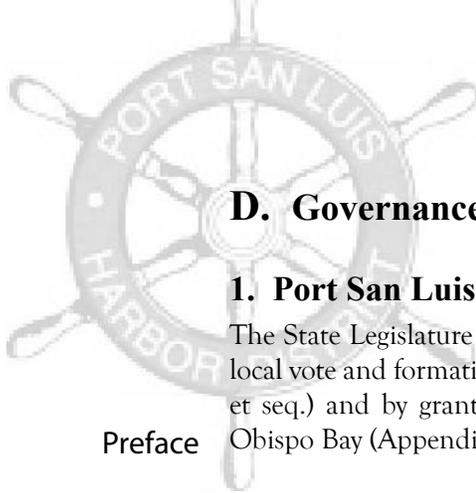
The Port Master Plan is organized to facilitate use by the public, Harbor District tenants, Harbor Commissioners, staff, public agencies, and others who interact with the Port. The organization of the document is summarized as follows:

- Preface** Provides a brief introduction and discusses the governance of Port San Luis including the authority of the Harbor District, California Coastal Commission, and County of San Luis Obispo, followed by a review of Master Plan preparation, adoption, and amendment processes.
- Chapter 1** Presents the objectives of the Master Plan, introduces the Planning Sub-Areas, and reviews the planning challenges addressed by the policies and physical improvements of this Plan.
- Chapter 2** Tells the history of Port San Luis, from its inception in 1868 to the present, and sets the planning context for each of the seven Planning Sub-Areas, including existing conditions and vision.
- Chapter 3** Presents goals and policies for the use and development of Port facilities. This Chapter is incorporated into the LCP for land and water areas under the jurisdiction of the Harbor District.
- Chapter 4** Outlines the development approval process and presents recommended improvement projects, supporting actions, and Design Guidelines that will guide future uses and developments in each Planning Sub-Area. Additionally, this Chapter explains the estimated phasing plan and identifies potential funding sources.
- Appendices** Several Appendices provide background information to support the information presented in this Master Plan.

Preface

Information presented in Chapter 3 generally follows the County LCP format; it is organized according to area-wide issues (Districtwide) or areas designated with Public Facilities land uses, or Recreation land uses. At the Port, the Public Facilities category applies to Open Water, Harford Pier, Harford Landing, Beach and Bluffs, Harbor Terrace, and the Lightstation. The Recreation category applies to Avila Beach, Avila Pier, and the Avila Parking Lot.

Users of this document should begin with a review of District-wide goals, policies, and implementation measures and then move to the individual Planning Sub-Area of interest to read additional goals, policies, and actions relevant to that Planning Sub-Area.



D. Governance of the San Luis Obispo Bay Waterfront

1. Port San Luis Harbor District

Preface

The State Legislature gave impetus to the development of the harbor in 1954 by approving the local vote and formation of the Harbor District (State Harbor & Navigation Code Section 6000, et seq.) and by granting to the District those State-owned tidelands encompassing San Luis Obispo Bay (Appendix I).

The original intent of the Harbor District in obtaining the State Tidelands Grant was to develop a public harbor to meet the needs of the people of the state. The Tidelands Grant was based on this objective and mandated specific functions that the District must guarantee for public use within the granted lands, including recreational and visitor-serving uses. The Tidelands Grant to the Harbor District by the State of California (Chapter 647 - 1955; Chapter 302 - amended 1957) mandates:

For the establishment, improvement, and conduct of a harbor, and for the construction, maintenance, and operation thereon of wharves, docks, piers, and other facilities necessary or convenient for the promotion and accommodation of commerce and navigation, and for the construction, maintenance, and operation thereon of public buildings, parks, and playgrounds, and for public recreational purposes.

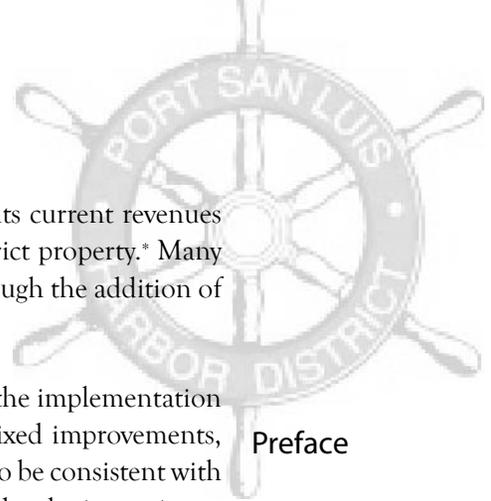
-Chapter 302, Statutes of 1957, §1 (paraphrased)

The grant also mandates that "...the State of California shall have at all times the right to use, without charge, all wharves, docks, piers, slips, quays or any other improvements and facilities constructed on said lands."

The Harbor District is unique in that services it provides are confined to a narrow coastal band around Port San Luis, yet residents throughout the county and beyond benefit from its opportunities. A five-member Board of Commissioners (Harbor Commission) presides over the Harbor District. Commissioners are elected at-large by voters within District boundaries to serve four-year terms. Jurisdictional boundaries of the Harbor District encompass most of the area within Supervisor Districts 3 and 4, and portions of Supervisor Districts 2 and 5. This territory reaches from the Santa Maria River in the south, to Lake Lopez in the east, and includes much of the City of San Luis Obispo to the north (see map of Harbor District boundary in Appendix I). The estimated population within the District's boundary is 95,000 people (2000 Census).

As the governing agency for the Port, the Harbor District is responsible for the overall planning for the area under its control. The Board establishes policy, sets goals and objectives, approves the annual budget, approves major expenditures, and performs other related functions. The Harbor Commission appoints a Harbor Manager to implement the policies of the Harbor Commission. The Harbor Manager hires staff to conduct the day-to-day operation of the Port.

The Port Master Plan serves as an official statement of public policy set forth by the Board of Commissioners regarding future growth and development of properties under its administration. The Harbor District implements the Master Plan primarily through three categories of activities that affect the physical development of the Harbor: Property Management, Capital Improvements, and Regulatory Actions.



Property Management. The District derives a substantial part of its current revenues from the rents paid by lessees and other businesses on Harbor District property.* Many major components of the Master Plan can be implemented only through the addition of new revenue-generating uses and private investment.

Capital Improvements. The capital budget is a significant tool for the implementation of this Master Plan. Each item in the capital budget that involves fixed improvements, such as pier improvements or beach access, must first be determined to be consistent with this Master Plan. If a particular capital improvement project is found to be inconsistent with this Master Plan, an amendment would be required. The Harbor Commission will adopt the amendment before committing funds for the project in the District's annual budget. Grants and other external funding sources, such as monies earmarked by voter propositions, are also significant providers to capital improvement programs.

Regulatory Actions. The Harbor District Code of Ordinances is responsible for the regulatory functions of the Port, dealing with matters such as administrative procedures, pollution control, vessel loading and off-loading, architectural controls, vessel mooring, pier fishing, overnight parking, etc. Other planning policies and documents that relate to the study area include Harbor District Lease Policies, the Coastal Act, and the LCP. Each of these documents gives priority to ocean dependent uses at the Port.



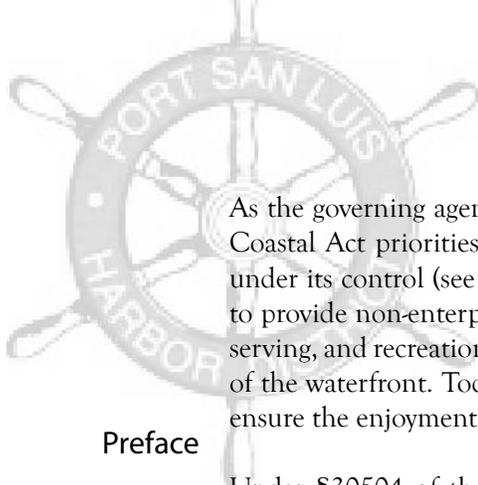
Mobile boat hoist at Harford Landing.

2. Coastal Act, Coastal Commission, and County of San Luis Obispo

In 1976, the California State Legislature adopted the California Coastal Act (Division 20 of the Public Resources Code, §30000 et seq.). One of the Coastal Act's basic goals is to assure orderly, balanced utilization and conservation of coastal zone resources by taking into account the social and economic needs of the people of the State. It is the overall policy of the State of California, under the Coastal Act, to reserve coastal resources for coastal dependent and coastal related uses. The State also places high priority on land uses that serve the public including waterfront recreation opportunities, visitor serving amenities, and coastal access.

The Coastal Commission is the State body responsible for implementing Coastal Act goals and requirements. The Coastal Commission requires that each government entity within the coastal zone plan for the implementation of Coastal Act policies and requirements within its jurisdiction in an LCP. LCPs are to include land use plans, zoning ordinances, and any other actions necessary to implement the Coastal Act. The local government must submit the LCP to the Coastal Commission for certification.

* For the purposes here, the terms "lessees and other businesses" includes all tenants, licensees, permit holders and other private users authorized by the Harbor District.



As the governing agency for Port San Luis, the Harbor District is responsible for ensuring that Coastal Act priorities guide decisions related to the use and development of waterfront areas under its control (see Coastal Act Priorities, facing page). The Coastal Act requires the District to provide non-enterprise service functions and operations including coastal-dependent, visitor serving, and recreation uses that benefit the users of the Port and enhance the public's enjoyment of the waterfront. Today, many responsibilities of the Harbor District are to provide services to ensure the enjoyment, safety, and access of the State-granted lands.

Preface

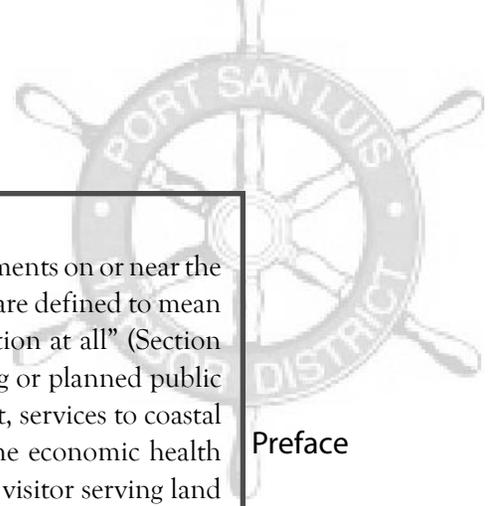
Under §30504 of the Coastal Act, the Harbor District must submit its Port Master Plan to San Luis Obispo County for consideration by the County in the preparation of the LCP. The County's San Luis Bay Area Plan, comprehensively updated in 2003 and certified by the Coastal Commission in 200_, incorporates significant portions of the Port Master Plan concerning land and water use at Port San Luis.

County LCP Policies, Programs, and Standards govern areas landward of the mean high tide line. Land controlled by the Port that is subject to the County's coastal planning authority closely adheres to the County's land use designations and development standards as set forth in the LCP and San Luis Bay Area Plan. Piers and water areas remain under the Coastal Commission's original jurisdiction and are administered by the Harbor District as described in Development Approval in Chapter 4.

Policies provided in this Master Plan overlap other policies in the LCP but are necessary to address the particular needs of the Port and harbor uses.



Dinghy sits in the bay, just off Harford Pier.



Coastal Act Priorities

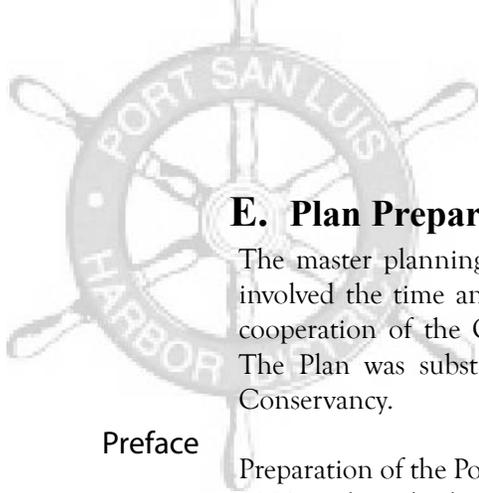
General: “Coastal-dependent” developments have priority over other developments on or near the shoreline (Section 30255 of the Public Resources Code); such developments are defined to mean “any use which requires a site on, or adjacent to, the sea to be able to function at all” (Section 30101). The act also summarizes overall priorities as follows: “Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor serving land uses shall not be precluded by other development” (portion of Section 30254).

Commercial Fishing and Recreational Boating: “Facilities serving the commercial fishing and recreational boating industries shall be protected and where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry” (Section 30234).

Recreational Boating: “Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land” (Section 30224).

Recreation and Visitor-serving Commercial: “Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses” (Section 30220). “Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property are already adequately provided for in the area” (Section 30221). Also, “the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry” (Section 30222, emphasis added). “Visitor serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors” (Section 30250(c)). Finally, “upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible” (Section 30223).

Scientific Research and Education: “Sound and timely scientific recommendations are necessary for many coastal planning, conservation, and development decisions.” (Section 30006.5) Furthermore, “an educated and informed citizenry is essential to the well-being of a participatory democracy and is necessary to protect California’s finite natural resources, including the quality of its environment...through education, individuals can be made aware of and encouraged to accept their share of the responsibility for protecting and improving the natural environment.” (Section 30012 (a))



E. Plan Preparation

The master planning process was directed by the Port San Luis Harbor Commission and involved the time and effort of Harbor District Staff. The update was developed with the cooperation of the County of San Luis Obispo and the California Coastal Commission. The Plan was substantially supported by a planning grant from the California Coastal Conservancy.

Preface

Preparation of the Port Master Plan occurred over a multi-year period, from May 2001 to June 2003, and involved an extensive public outreach program. Outreach was initiated with a series of three public workshops that provided opportunities for people to comment and provide suggestions for the use and development of District properties. The Harbor Commission also conducted surveys of the jurisdiction's voters, visitors to the Port, and leaseholders to broaden the scope of public participation. The results of the surveys were added to workshop findings, resulting in a wide-range of perspectives on the unique Port environment guiding development of the new Master Plan.

Planning efforts focused on identification of existing conditions and desirable uses of Port properties, capital improvement planning, and organization and presentation of the Master Plan document. Public meetings of the Harbor Commission for the Master Plan Update focused on topics such as Goals and Policies, Allowable Uses, and design concepts. Additional Master Plan presentations were made at regularly scheduled Harbor Commission meetings. (see Appendix D: Needs Assessment Process)

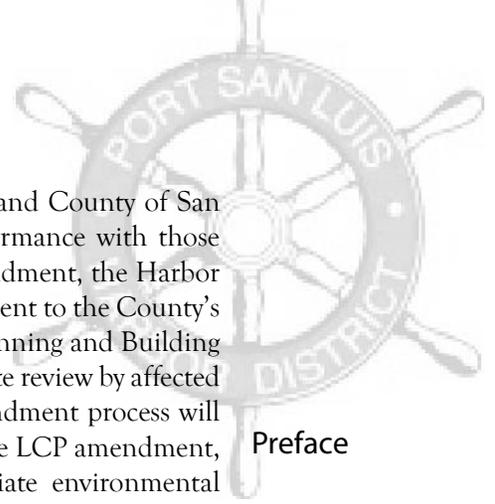
F. Adoption of the Master Plan and Status of Previous Plans

This Master Plan was adopted in 2003 by the Port San Luis Harbor Commission as an overall statement of policy regarding activities in the District that affect the physical development of the harbor. The Plan reflects a comprehensive evaluation of the opportunities, mix of users, and capabilities of the Harbor District and serves as an important tool for coordination among various regulating agencies. Because of overlapping jurisdictions over the land and water areas owned by the District, this Master Plan will be adopted and/or interpreted by at least three different agencies: the Harbor District, the County of San Luis Obispo, and the California Coastal Commission.

The County LCP, estimated to be comprehensively updated in 2004 and certified by the Coastal Commission, includes modified language from this Master Plan. Chapter 3 of this plan provides the governing policies for the land and water areas under Harbor District control in the Local Coastal Program (LCP). The adoption of this Master Plan was an integral part of the preparation and adoption of the County's LCP for the San Luis Bay Planning Area. Adoption of this Plan supersedes all previous Port plans.

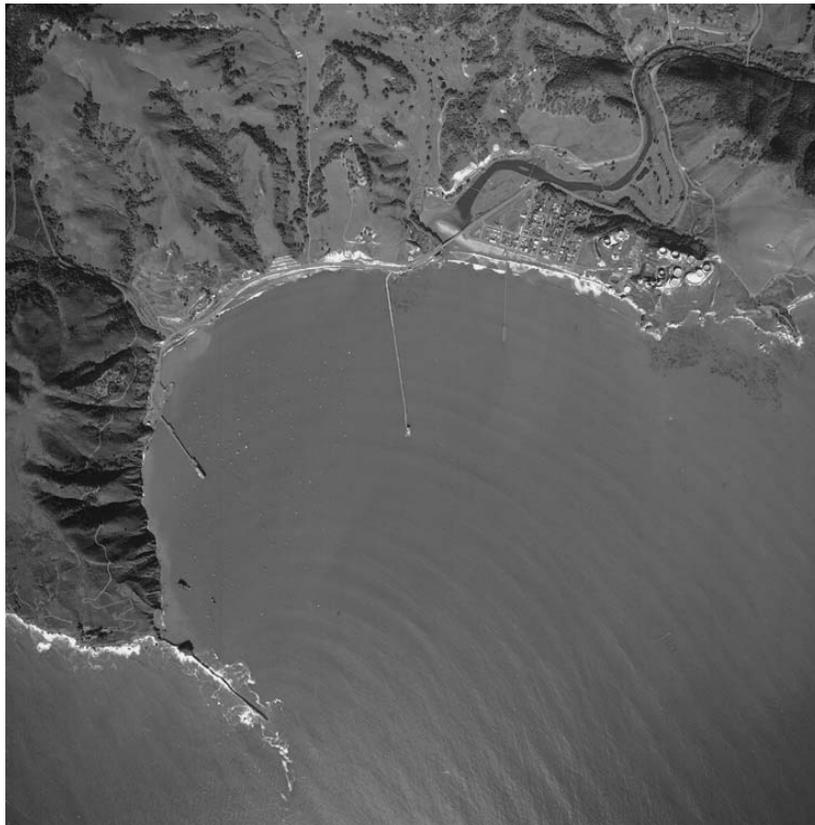
G. Master Plan Amendments

The Harbor Commission may amend their Master Plan from time to time to reflect the changes that may occur in federal, state, or local rules and regulations or as necessary to address the changing needs of the public (users of the Port). In addition, proposed uses that are identified as inconsistent with the Master Plan require a Master Plan amendment before the use may be approved or budgeted.

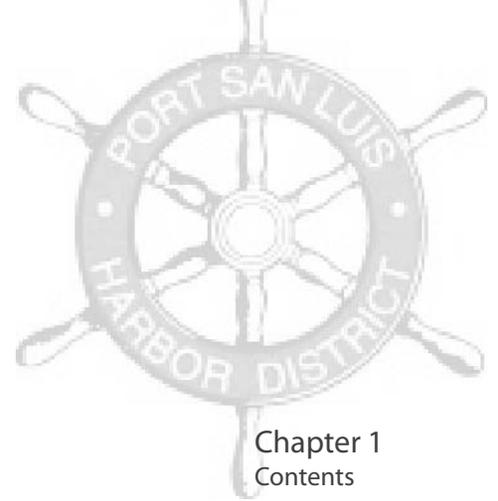


Preface

The Harbor District will confer with the California Coastal Commission and County of San Luis Obispo during the preparation of any amendments to ensure conformance with those agencies' current regulations. Upon completion of preparation of the amendment, the Harbor District will submit to the County of San Luis Obispo a request for amendment to the County's LCP for consideration by the Board of Supervisors. The Department of Planning and Building will bring the request to the Board for possible authorization after appropriate review by affected agencies including local advisory committees. If authorized, the LCP amendment process will continue. If the Harbor District has not prepared a CEQA document for the LCP amendment, County staff will conduct CEQA review and will prepare the appropriate environmental document. Once environmental review is completed, the application shall be considered by the Planning Commission at a noticed public hearing. The Planning Commission shall pass on a recommendation to the Board of Supervisors. If the Board approves the amendment, the application will be forwarded to the Coastal Commission for final adoption. The Planning Commission may refer the application back to the Board if changes are made by the Coastal Commission that requires the County's concurrence.



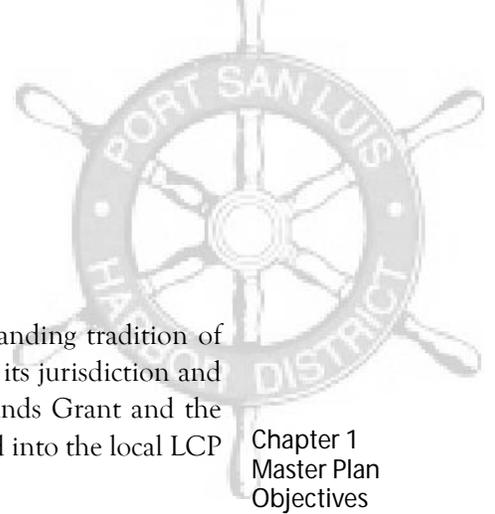
Aerial View of Port San Luis Harbor.



Chapter 1

Plan Objectives & Challenges

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Chapter 1 Plan Objectives & Challenges

A. Master Plan Objectives

The 2003 Port Master Plan aims to continue the Harbor District's long-standing tradition of stewardship for the use and development of the land and water areas under its jurisdiction and to meet public obligations for those areas as mandated by the State Tidelands Grant and the California Coastal Act of 1976. Chapter 3 of this Master Plan is incorporated into the local LCP as governing policies for Port San Luis Harbor.

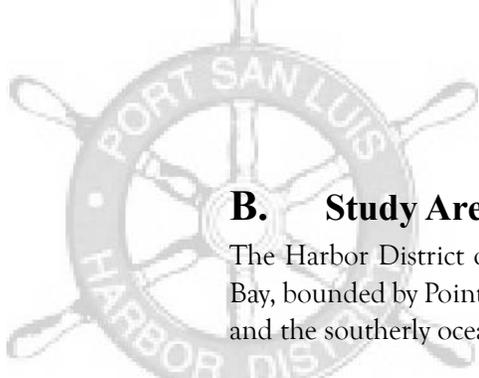
Within the context of comprehensive planning and the requirements of the California Coastal Act, this Master Plan aims to resolve the following major issues facing the Port San Luis Harbor District:

- Meet Coastal Act priorities for the harbor, especially the protection of coastal-dependent and coastal-related activities, visitor serving and waterfront recreation opportunities, and public access to the waterfront;
- Promote and facilitate the orderly and beneficial development and use of District lands, facilities, and resources;
- Provide land and water uses that are beneficial to residents of San Luis Obispo County and the people of the State of California;
- Increase revenue-producing opportunities to support the Harbor District's public and enterprise functions; and,
- Enhance and maintain the maritime character of the harbor.

These objectives are summarized in the overall Master Plan Goal for Port San Luis:

Port San Luis should be a harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the District and the various user groups.

(Chapter 3, page 3-2)



B. Study Area Summary

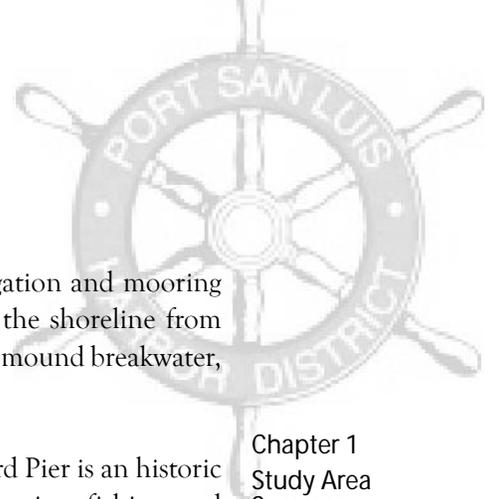
The Harbor District owns and controls both land and tideland properties at San Luis Obispo Bay, bounded by Point San Luis on the west, Irish Hills to the north, Sunset Palisades on the east, and the southerly ocean area three miles seaward.

Chapter 1 Study Area Summary

The Master Plan Study Area begins three and a half miles from Highway 101 in Avila Beach and extends approximately one mile westward. Avila Beach Drive, which is maintained by the County of San Luis Obispo, provides the only vehicular access route to the Port. The study area encompasses roughly 520 acres of water and 125 acres of land, and is divided into seven planning sub-areas as illustrated in Planning Sub-Areas Diagram, Figure 3 and briefly outlined on the next page according to the land use category established in the LCP for the San Luis Bay Planning Area.



Entry sign welcomes visitors to Port San Luis Harbor.



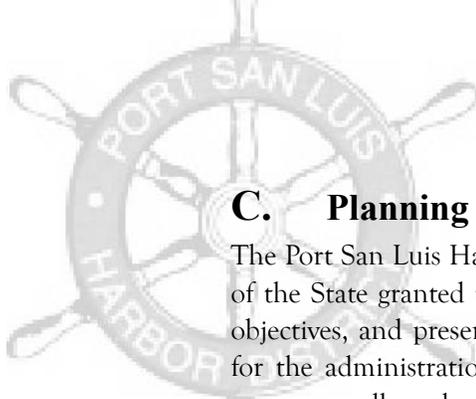
PUBLIC FACILITIES

Open Water*	The 520-acre harbor area, mostly used for navigation and mooring purposes. The Open Water Area also includes the shoreline from Point San Luis to Shell Beach, a 2400-foot rubble mound breakwater, and areas around three piers.
Harford Pier	The “backbone” of Port San Luis Harbor, Harford Pier is an historic working pier that serves commercial and recreation fishing and boating, and is a primary focus of Port activities.
Harford Landing	An 8.7-acre site at the base of Harford Pier that provides supportive land area to coastal-dependent and coastal-related uses at the main harbor, as well as serves visitor needs on the waterfront. Harford Landing is comprised of parking, launching facilities, a boatyard, and several buildings.
Harbor Terrace	An approximately 30-acre hillside property overlooking San Luis Obispo Bay along Avila Beach Drive that is currently used as storage area for boat owners, fishermen, and the Harbor District. A trailer park (non-conforming use) currently sits on the southeastern portion of the site. Development of Harbor Terrace is a primary long-term objective of the Harbor District.
Beach and Bluffs	A linear strip of land seaward of the County right-of-way of Avila Beach Drive, which provides recreational opportunities including coastal access, beach-oriented activities, informal parking, and ocean views.
Lightstation	A 25-acre site that includes the historic Point San Luis Lighthouse and several other buildings, served by a private road and trail with controlled public access.

RECREATION

Avila Beach, Pier and Parking Lot	The Avila Beach and Pier make up the “front porch” of the Avila community and primarily support recreational water-oriented activities. The Avila Parking Lot is located one block north of the beach and serves the parking needs of beach and pier users.
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* Technically, the Open Water Area is not designated under the Public Facilities use category per se, because it is not governed by the County of San Luis Obispo. For simplification, this Master Plan includes Open Water-related discussions, policies, and improvements organized under this designation. Although the Open Water Planning Sub-Area only comprises 520 acres, the Harbor District manages water areas out to sea for three miles.



C. Planning Challenges

The Port San Luis Harbor District Master Plan addresses the logical and sensitive development of the State granted tidelands of San Luis Obispo Bay, integrates ecological, social, and fiscal objectives, and preserves the unique character of the rural waterfront. Overlapping mandates for the administration of Port properties requires balancing the needs of numerous harbor users, as well as the resources required to serve them, such as waterfront locations, capital, and infrastructure improvements. Furthermore, all planning activities must be implemented in a responsible way in order to safeguard environmental resources including land and water ecosystems, scenic views, and the waterfront character.

Chapter 1
Planning Challenges:
District Priorities &
Fiscal Issues

The following narrative describes the major planning issues influencing the policy and design solutions embraced in this Plan (Chapters 3 and 4). Many planning challenges presented herein are interrelated and often affect more than one area of the Port. Consequently, there is some overlap in the discussions and reiteration of certain issues affecting Port planning.

Overlapping mandates for the administration of Port properties requires balancing the needs of numerous harbor users, as well as the resources required to serve them.

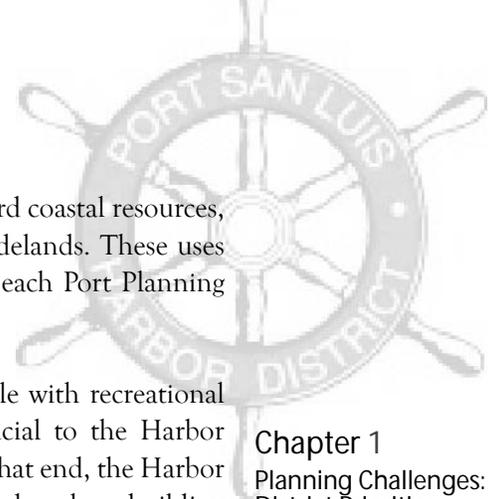
Planning Issue 1: District Priorities and Fiscal Issues

The original intent of the State Tidelands Grant to the Harbor District was to develop a public harbor to meet the needs of the people of the State for the promotion and accommodation of navigation, commerce, and the operation of public facilities. The Tidelands Grant also mandates that the District provide recreational uses within the granted lands.

Initially, the Harbor District performed both harbor enterprise and public functions, enabling the District to pay for necessary capital improvements and operations-related expenses. The District also provided non-enterprise service functions and operations including those that serve coastal-dependent, visitor serving, and recreation uses, activities which benefit the users of the harbor and enhance the public's enjoyment of the waterfront but which generate no direct revenues. Tax revenues funded all the non-enterprise public programs. These tax-funded improvements are essential in maintaining and enhancing the public facilities at Port San Luis. Grants and other external funding sources, such as monies earmarked by voter propositions, are also significant contributors to capital improvement programs.

A 1997 economic analysis of the Harbor District found, although the District supplements expenses with grant income and its programs are targeted at cost-effectiveness, revenues cannot keep pace with the capital improvements expenditures that are required to sustain Port operations (Williams-Kuebelbeck, 1997). Diminishing revenues force the District to subsidize operating expenses and improvements with reserves and tax revenues, monies that are necessary to safeguard the District against the unpredictable nature of the ocean environment and the undependable nature of property tax availability.

During the master planning process, the Harbor Commission evaluated and refined uses allowable by the zoning categories under the County planning framework (partially represented in Appendix G) to create a list of potential uses permitted on Harbor District property. The goal of this exercise was to balance the distribution of activities around the Bay in a flexible and



financially sustainable framework that will enable new development, safeguard coastal resources, and provide opportunities for public enjoyment of the Harbor District's tidelands. These uses are reflected in the 2003 Master Plan as "Limitation on Use" policies for each Port Planning Sub-Area (Chapter 3).

It is the Harbor District's intent to create a mix of uses that are compatible with recreational opportunities and the surrounding area in a way that is mutually-beneficial to the Harbor District, the Avila community, and the people that enjoy the waterfront. To that end, the Harbor District plans to accommodate uses that are complementary and not opposed to the rebuilding of Avila Beach and the ultimate uses that will locate there. The Harbor District believes that the proposed developments in the Master Plan will draw more people to the area and create economic synergy that will benefit Avila.

When the Harbor Commission considers pursuing a project or allowing new development, current policy is to balance potential income (taxes and operating) against operating expenses of the new use. Harbor District Budget Policies also weigh the project's economic feasibility and the amount of grant funding available to fund it. Typically, the highest revenue generating uses are visitor-serving uses, which are generally enterprise functions. The business generated by visitors through the sale of goods and services offered by commercial components can offset some of the capital and overhead expenses of the Harbor District. If properly designed, the overall result can be a healthy, symbiotic relationship that augments Harbor District income, while meeting the needs of harbor users and those who come simply to enjoy the atmosphere and ambiance.

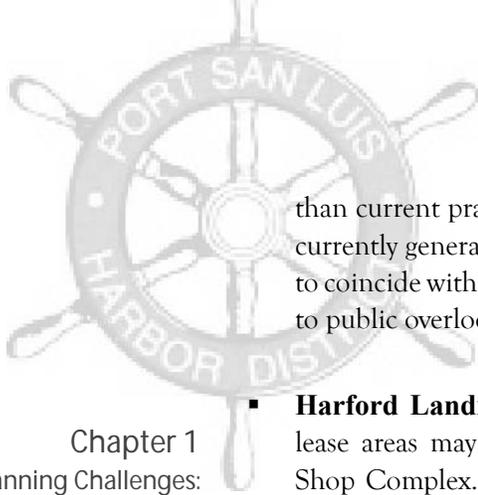
Additional revenue streams that would result from new leases could provide additional net operating income to the District that would allow it to improve deteriorating physical infrastructure, particularly Harford Pier, which was built in 1873. Additional income would also allow the District to maintain financial viability because reserves would not be drawn down and the District's debt repayment capacity would be improved. As a local government enterprise agency, the District needs to generate revenues to maintain operations and facilities by participating in the market place.

The following sites have opportunities for new leases and new revenue generating uses:

- **Harbor Terrace.** It has been the intent of the Harbor District since the mid-1970s to transform Harbor Terrace from surplus property into one developed with revenue-generating uses. Financially, new development of this site should be self-supporting and generate additional revenue to support other public services elsewhere in the harbor. For example, the cost of building the infrastructure for the development of Harbor Terrace should be predominantly borne by new development. To maximize developable space of this site, the Harbor District should acquire additional adjacent land. There should be a range of accommodations and complementary visitor-serving uses for the property, a portion of which should be low cost, making Harbor Terrace broadly available for use by the public. In addition, the site should continue to provide lease space for coastal dependent and related uses, such as boat trailer storage and gear storage. Harbor Terrace could also provide a more organized and efficient space for RV parking and camping,

Chapter 1 Planning Challenges: District Priorities & Fiscal Issues

The goal of the planning process was to balance the distribution of activities in a flexible and financially sustainable framework that will enable new development, safeguard coastal resources, and provide opportunities for public enjoyment of Port tidelands.



Chapter 1
Planning Challenges:
Harbor Users

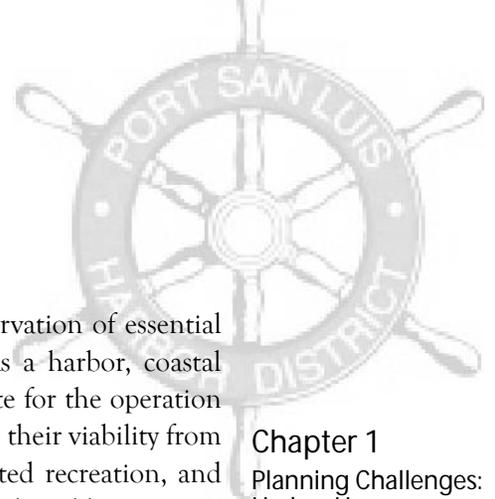
than current practices allow in other parts of the harbor. To ensure no loss of revenues currently generated by RV campers, development of Harbor Terrace should be planned to coincide with the transition of the beach and bluff area from RV parking and camping to public overlooks.

- **Harford Landing.** With the relocation and consolidation of District facilities, new lease areas may be created at the Administration Building and at the Maintenance Shop Complex. The building and yard at the Maintenance Shop Complex could be used to accommodate expansion of the boat repair facility adjacent to the boat yard or leased to another related enterprise. The Administration Building could be made into a mixed-use space that provides lease space on the top floor and a Visitor Center or Harbor Information hub on the first floor. The lease space could house an office of a marine-related agency or marine-oriented business. A Visitor Center could distribute materials about recreational waterfront opportunities and harbor events such as Harbor District services, the opening of fishing seasons, whale watching excursions, tours of the Lightstation, Pecho Coast Trail hikes, kayak rentals, etc.

- **Harford Pier.** If and when the Harbor Patrol office moves, the existing harbor office space on Harford Pier would be available as new lease space. The Pier also has room to create a lease space under the Warehouse Canopy and to expand the structures at Pod 1, near the foot of the pier.

- **Avila Beach Parking Lot.** The First Street frontage of the Avila Beach parking lot may offer the Port an opportunity to increase lease space while also screening the parking lot, creating a cohesive façade, and maintaining at least 300 parking spaces (per deed requirement). Since the Avila commercial district is still re-establishing itself, it is important that new development be limited to coastal-dependent and coastal-related uses. There may be no more than 17 public parking spaces removed to accommodate lease space.

- **Avila Pier.** Avila Pier can accommodate new lease spaces at its terminus within the remainder of the deck area envelope created by the 10-foot pier edge setback and the 30-foot open space setback at the end of the pier. Including the existing 500 square foot structure currently at the terminus, the terminus may accommodate additional lease spaces up to a maximum of 6,000 square feet (combined open deck space and structures; not including space for skiff racks). Since the Avila commercial district is still re-establishing itself, it is important that new development on Avila Pier should be limited to coastal-dependent and coastal-related uses. A new landing under the pier could stimulate increased boating activities in this area. The new landing will accommodate larger vessels to facilitate water-oriented visitor uses such as harbor excursions, water-borne access to the Lightstation, or dinner cruises.



Planning Issue 2: Harbor Users

a. Coastal Dependent Uses

One of the fundamental priorities of the California Coastal Act is the reservation of essential coastal resources to serve coastal dependent and coastal related needs. As a harbor, coastal dependent and coastal related uses coincide with the District's state mandate for the operation and management of the harbor. Coastal dependent uses are those that derive their viability from proximity to the ocean. Activities such as boating and fishing, water-oriented recreation, and beach and boating facilities are typical uses that require a waterfront or ocean-based location.

Chapter 1
Planning Challenges:
Harbor Users

1. Recreational Boating

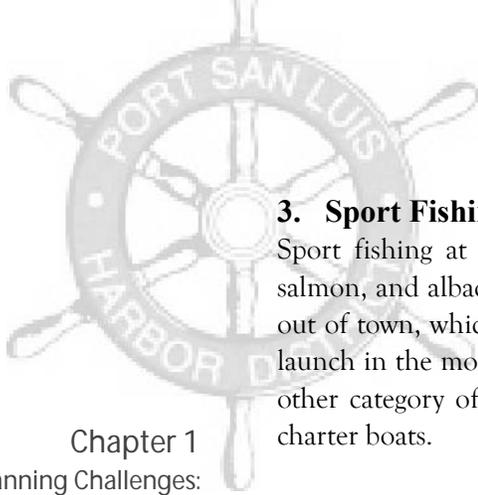
Recreational boating is a major activity at the Port, utilizing approximately 140 mooring spaces and a launching operation with a 7-½ ton sling hoist and parking area for boat trailers. The Coastal Commission recently commented on the lack of recreational boating facilities on the Central Coast (LCP Periodic Review, 2001). Persistent demand for improved boating access with a new detached breakwater (see Boating Access, page 1-17) reinforces the Coastal Commission's observations. Other facilities needed include availability of consistent boating access at the trailer boat launch, improved access to moorings, and improved boat and skiff storage facilities.

2. Commercial Fishing

Commercial fishing has long been an important component of the Port's economy. Port San Luis provides the only commercial fishing industry access along the Central Coast between Morro Bay and Santa Barbara. In recognition, previous Master Plans gave preference in the allocation of resources (such as pier and water space) and capital investments to commercial fishing. Although commercial fishing provides an important source of income for quite a few in the region, over the last decade the commercial fishing industry has suffered persistent declines. According to the Coastal Commission Periodic Review of San Luis Obispo County's Local Coastal Plan (July 2001), this trend is reflected in the decreasing need for facilities dedicated to commercial fishing purposes. The Coastal Act provides that, "Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided" (Public Resources Code §30234). While there has not been a dramatic turnover of moorings at the Port, it is clear income from commercial fishing enterprises no longer supports the capital costs required to support the industry. In response, this Master Plan anticipates the redistribution of resources to other boating and fishing uses. Nevertheless, the Port will continue to value the industry as important to Port San Luis's heritage and future and, consistent with regional demand, will provide for the continuation of resources to serve it. Commercial fishing and related activities contribute in large part to the working character of the Port and require the presence and reinforcement of complementary uses. Many uses on Harford pier, such as the icehouse, the fish buying stations, and retail fish sales, continue to support these long-established maritime activities.

Existing uses at Port San Luis that require a waterfront location include:

- Recreational Boating
- Commercial Fishing
- Sport Fishing
- Aquaculture
- Marine Retail & Services
- Marine Related Public Agencies
- Water-oriented Recreation



3. Sport Fishing

Sport fishing at Port San Luis has historically revolved around three species: rockfish, salmon, and albacore. One category of sportfishers consists of boat owners, both local and out of town, which tow small powerboats on trailers. They launch boats at the trailer boat launch in the morning, fish during the day, and generally return that same afternoon. The other category of sport fishers are individuals that pay to fish aboard larger recreational charter boats.

The market at Port San Luis has realistically only been able to support one viable sportfishing business and a live bait barge at any one time. Increasing government regulations, quotas, and closures makes it unlikely that the fishing industry will expand. There is a demand for whale watching and eco-tourism; the sportfishing business is expected to expand into this market.



Sportfishing and whale watching trips depart from Harford Pier walking and fishing.

The sportfishing lease site on Harford Pier is in a suitable location; however, the age and condition of the pier structure, building, and landing (along with the lack of public restrooms) makes this area a candidate for future renovation and improvement.

4. Aquaculture and Mariculture

Aquaculture and mariculture are two forms of marine-life farming allowed in the Open Water Area. Aquaculture is currently practiced in the form of a salmon enhancement program run by Central Coast Salmon Enhancement. This program has successfully augmented the local salmon fishery by up to 140,000 salmon fingerlings each year at Port San Luis Harbor. Since its inception, the salmon fishery has increased holding capacity and yields. Additional potential exists to raise more species such as white seabass. This coastal dependent activity not only contributes to the ocean catch and the local economy, but also reinvigorates the local salmon population. There is interest and potential to raise other species of marine life in the bay such as abalone and rockfish as well.

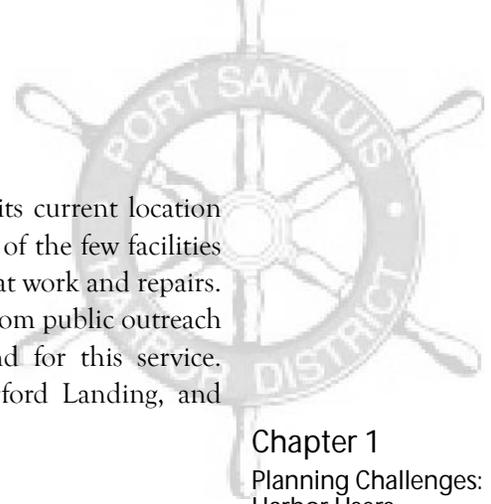
Currently, mariculture is not practiced at Port San Luis. Aquaculture and mariculture are allowable uses at nearly all Port properties.



A full boat returns from a day out fishing.

5. Marine Retail and Services

Several marine-related uses operate at Port San Luis providing support to coastal dependent activities. This category includes a blend of services that are fundamental components of the harbor environment so they are considered in the coastal dependent category. Uses such as the marine supply, the boat yard, and bait and tackle provide essential marine services and supplies to harbor users and to those who require replacement parts, boat and engine repair, and other marine provisions.



In 2002, the Port San Luis Boat Yard was reconstructed and sited to its current location behind the harbor offices. It should be noted that Port San Luis is one of the few facilities that provides an area where individual boat owners can do their own boat work and repairs. Requests from regular users at the Port, as well as information gleaned from public outreach surveys and reports from Harbor staff indicate that there is demand for this service. Additional marine-related lease sites are available on Avila Pier, Harford Landing, and Harford Pier.

6. General Water-oriented Recreation

This category comprises a combination of users that take advantage of the pleasant waterfront and beach environment. The largest category is composed of general beach-goers who frequent Avila Beach, and to a lesser extent, Olde Port and Fisherman's beaches. During the summer, the three beaches attract thousands of visitors from within and outside the county for activities such as swimming, sunbathing, surfing, and leisurely walking. Small watercraft activities including kayaking, jet skiing, windsurfing, and catamarans are also popular. Facilities in support of this category include coastal accessways (stairways, ramps, and boat launches), picnic tables, barbecues, benches, and other amenities.

Port San Luis has two public fishing piers: Avila Pier and Harford Pier. Thanks to the open ocean conditions, clean water, and an abundance of baitfish these piers enjoy excellent fishing opportunities. Both piers incorporate open space setbacks along the pier frontages leaving these spaces uncluttered for pier fishing. In the spring, the catch includes halibut, perch, smelt, and mackerel. Rockfish and sharks are sometimes caught in summer and fall. There are bait and tackle shops, as well as fish cleaning racks on both piers. Public outreach surveys taken at the piers reveal that a significant number of pier fishers are frequent visitors; many travel to Port San Luis regularly from the Central Valley and South County. In addition to the fishers who use pier frontages, some (including "crabbers") use the rock revetment along Harford Landing.

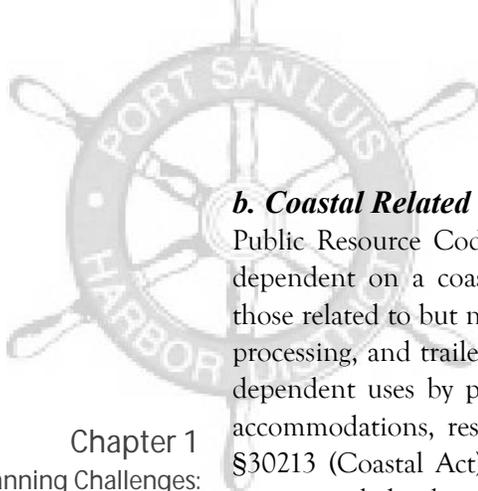
Another waterfront recreational group is scuba divers, who frequently use area on the rocky shoreline west of Harford Pier for ocean diving launches. Currently, there are no facilities serving this recreational group of harbor users.



Father and son enjoy pier fishing at the terminus of Harford Pier .

7. Marine Related Public Agencies

The administrative and operative divisions of the Harbor District require waterfront locations; hence, they are a coastal dependent use. Presently, District headquarters is located at Harford Landing. While the current arrangement makes an official presence available at the focal point of the harbor, this space could be better used to serve the needs of other harbor users and visitors. Relocating Harbor District facilities off Harford Landing would provide an opportunity to create a waterfront visitor center as well as new lease space. Additionally, moving Harbor District facilities would relieve parking spaces in this area currently used by Harbor District staff and patrons. The area with the most room to accommodate District facilities is at Harbor Terrace.



b. Coastal Related

Public Resource Code §30101.3 defines a coastal related development as “...any use that is dependent on a coastal-dependent development or use.” Coastal-related uses then, include those related to but not requiring the presence of water, e.g., boat sales, engine repairs, seafood processing, and trailer boat storage. Additionally, coastal related uses may complement coastal dependent uses by providing for the needs of coastal visitors and workers including visitor accommodations, restaurants, event space, concessions, and parking. Public Resource Code §30213 (Coastal Act) requires the protection and provision of lower-cost visitor-serving and recreational development. Furthermore, the Coastal Commission acknowledges that upland support facilities such as directional signage, parking, and over-night visitor facilities are important elements in assuring that the public will have maximum access to shoreline recreation areas (LCP Periodic Review, 2001).

Upland support facilities such as directional signage, parking, and over-night visitor facilities are important elements in assuring that the public will have maximum access to shoreline recreation areas.

1. Visitor Serving

The Coastal Act embraces opportunities for low cost visitor serving uses on the coast, especially where visitors can access the waterfront and enjoy passive recreational and scenic opportunities. While not requiring direct waterfront locations, coastal related uses may complement coastal dependent uses by providing for the needs of waterfront visitors and workers. The major coastal related use at the Port is restaurants, which are frequented by harbor visitors and workers, and harbor users such as boaters and beachgoers. Other visitor-serving uses include general recreation and sightseeing. Many people come to visit Harford Pier during both day and night to sightsee and dine. Visitors consistently remark on how much they enjoy the character of the working pier and harbor.

Low cost amenities are evident at nearly all properties, and include the open beach and piers, picnic areas, walkways and trails, the beach boat launch, related parking areas, and concessions. Throughout the year, visitors are able to experience the oceanfront in formal and informal ways including tours of the historic Lighthouse, special events on Port property, and other casual recreation activities associated with the beach environment and waterfront.



Visitors to Harford Pier enjoy open pier walking and fishing.

Overnight camping also plays an important role in providing low-cost visitor facilities. According to the Coastal Commission Periodic Review of SLO County LCP, there is unmet demand for a variety of camping opportunities in coastal San Luis Obispo County (LCP Review, 2001). At Port San Luis, RV camping is an increasingly popular recreational activity. Year-round, RVs park overnight along the waterfront bluff area and at Harford Landing. While revenues from RV campers are an important source of income to the Port, the location of RV activities has prompted concern over obstruction of scenic ocean views from the road. As RV camping continues to increase in popularity and demand exceeds supply, the District has examined the idea of creating a multi-purpose campground on Harbor Terrace as one use, among others. The Harbor District envisions Harbor Terrace as a place where visitors are offered a range of opportunities to enjoy and experience the natural, scenic, and recreational features of Port San Luis.

c. Other Uses

Other uses encompass those that do not otherwise fit into coastal dependent or coastal related uses including residential, offices, and general retail. In order to ensure sufficient resources to serve coastal dependent uses, marine related retail is preferred at the Port. Offices present on Port property are Port operations or government organizations.

1. Marine Education and Research

Informing the public about issues affecting the marine environment at the San Luis Obispo Bay, including water quality, biological processes, and the Port’s history is important to bridging the gap between the effect of an individual’s and community’s actions and maintaining a healthy marine ecosystem. At Port San Luis, information about the Bay and coastal resources is transmitted largely through the efforts of organizations and groups that lead special interest tours and field trips by boat, kayak, or similar means. Harford Pier has one or two older interpretive exhibits about sea life. The Pecho Coast Trail, which leads to the Lightstation and is currently managed by the local utility company, offers opportunities to learn about the coastal terrace environment and the history of maritime operations at Point San Luis Lighthouse.

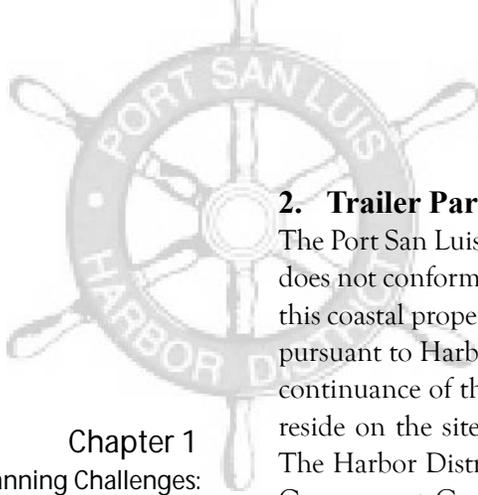
Public outreach surveys conducted during the planning process indicated broad support for increased education programs at the Port, ranging from a new museum to interpretive exhibits. Public Resource Code §30012 also advocates the expansion of public education of coastal resources. There are many opportunities for the installation of interpretive exhibits and display programs along pier frontages, Harford Landing, at the bluff overlooks, and on Harbor Terrace. Other educational opportunities are possible at the Lightstation and along the Pecho Coast Trail. A major goal for the Lighthouse is for it to serve as an educational site (Treatment Plan, 2001). To that end, the Port San Luis Lighthouse Keepers propose to establish a museum at the Lightstation to teach visitors of the history and marine environment of Port San Luis Harbor.

While marine education and research are valuable activities, establishing formal marine research facilities has been determined to be a lower priority at the Port so that the Harbor District may allocate scarce resources (particularly waterfront locations) in support of boating and fishing. Presently, there are two marine science facilities on or near Port property. The Port San Luis Marine Research Institute conducts research on the ecosystems and animal life of local coastal waters, leading a variety of educational marine science programs, hands-on lessons, floating laboratories, and other activities for local schools. The Institute has plans to relocate to Avila Beach.

California Polytechnic University, San Luis Obispo has a Marine Education and Research facility that is located on the former Unocal Pier. In 2001, Unocal gifted the pier to the University to advance its marine science education program, producing information and understanding about San Luis Obispo Bay marine life. Port San Luis Harbor District granted a forty-nine year ground lease to the University for these purposes.



View of Cal Poly Marine Research and Education Facility as seen from Avila Beach Drive.



2. Trailer Park

The Port San Luis Trailer Park, which occupies approximately three acres on Harbor Terrace, does not conform to the Public Facilities land use zoning designation in the County LCP for this coastal property. In addition, residential uses are non-conforming uses for Port property, pursuant to Harbors and Navigation Code §6086. This Section regulates the operation and continuance of the mobile home park and provides that after the current residents cease to reside on the site, the mobile home park may no longer be used for residential purposes. The Harbor District anticipates the eventual closure of the trailer park, in accordance with Government Code §65863, which controls how and under what circumstances a mobile home park may be converted to another use, consolidated, and /or closed.

Planning Issue 3: Environment

Waterfront areas are exceptional places that require attentive policy and design treatment. Good planning must ensure that development and activities will be appropriately located and designed to have less impact on the marine environment, limit conflicts with adjacent uses, and create a harmonious and aesthetic setting.

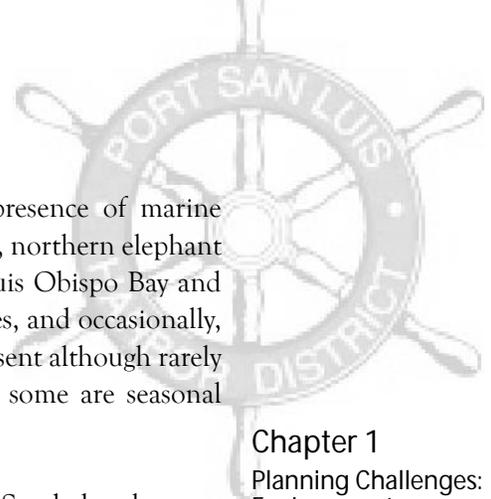
a. Offshore Resources

Marine biological resources in San Luis Obispo Bay support numerous activities at Port San Luis such as recreational fishing, which includes fishing from piers, small boats, and charter fishing boats, commercial fishing, sightseeing, whale watching, scuba diving, and bird watching. Public Resource Code §30230 and §30231 (Coastal Act) protect offshore resources and the marine environment, especially biologically productive marine habitat and aquatic life. To the greatest extent possible, interference with these resources through use or activities that occur either in the water (boating, etc.) or landward of the coastal waters (e.g., development) is restricted. Alternatively, marine resources should be maintained, enhanced, and, where feasible, restored.

Planning efforts must evaluate areas appropriate for development, and design improvements with sensitivity to the site and the surrounding areas.

1. Marine Ecology

A complex interaction of the southerly flowing California Current, the northerly flowing Davidson Current, and spring /summer upwelling produces conditions that are conducive to a diverse and active marine ecosystem at San Luis Obispo Bay. A 2002 marine biological resource survey identified abundant marine life and habitats in the nearshore areas of northern San Luis Obispo Bay (Tenera Environmental, 2002). Within this area, dominant fish habitats include rock substrate /nearshore rocky reefs, patches of eelgrass and surfgrass, and beds of giant kelp. Marine fishes include California halibut, Pacific staghorn sculpin, grunion, white croaker, and several species of rockfish. Albacore are caught in the offshore waters. Popular pier sportfish include jack smelt and mackerel. King salmon fingerlings have been reared and released within San Luis Bay since 1984 by Central Coast Salmon Enhancement. Anchovy, sardine, rockfish, and white seabass are also present in the open water areas. The subtidal habitat of the Bay is home to numerous identified marine invertebrates including several species of sea stars, sand dollars, red and purple sea urchins, several sea anemones, a variety of crabs (including rock crab) and many clams (including Pismos).



The Bay's productive marine environment is also favorable to the presence of marine mammals such as common and bottlenose dolphins, California sea lions, northern elephant seals, harbor seals, and southern sea otters. Common whales in San Luis Obispo Bay and near off-shore areas include gray whales, humpback whales, minke whales, and occasionally, orca and sperm whales. Green sea turtles and leather back turtles are present although rarely encountered. While many of these species migrate through this area, some are seasonal visitors while others are permanent residents.

Numerous species of birds routinely inhabit this coastal environment. Sandy beach areas, coastal bluffs, and offshore rocky outcrops support resident, migrating, and wintering populations. Commonly seen birds in nearshore areas include western grebes, three species of cormorants, several gull species, California brown pelicans, great blue herons, several species of terns, several alcid species, flocks of tens of thousands of pink footed (aka sooty) shearwaters during most summers, and an occasional Peregrine falcon.

San Luis Obispo Creek flows into San Luis Obispo Bay on the west side of Avila Beach, creating an estuarine habitat for a variety of aquatic species. The most interesting fishes in this habitat include tidewater gobies, striped bass, steelhead trout, Pacific lampre, and king salmon. The last four species are anadromous, potentially migrating through the estuary to spawn in the freshwater upstream.

2. Water Quality

Public Resource Code §30231 addresses water quality of coastal waters. Water quality is affected by the introduction of contaminants and other materials originating landside and in the water (boating-related). Erosion and sedimentation into the San Luis Obispo Creek and San Luis Obispo Bay potentially compounds the deposition of materials into the area around Harford Landing, which affects both water quality and boating accessibility. The presence of toxins or contaminants compromises not only the health of beachgoers, but also wetlands and riparian habitats, which are essential features of the marine ecological system.

Development that occurs inland of San Luis Obispo Bay is not under the control of the Harbor District, but the District supports decisions and actions of responsible agencies that minimize deposition of materials and toxins into the Creek and Bay. There is a need to better coordinate and control shoreside development and recreational open water areas.

Port San Luis has led in the implementation of measures to prevent pollution. The Coastal Commission and State Water Quality Control Board are generally looked upon to regulate land-use and water quality issues, respectively. San Luis Obispo County has permit authority for the land areas. The County Environmental Health Agency monitors water quality at the mouth of San Luis Obispo Creek and on beaches to protect public health, but the County does not otherwise regulate ocean water quality.

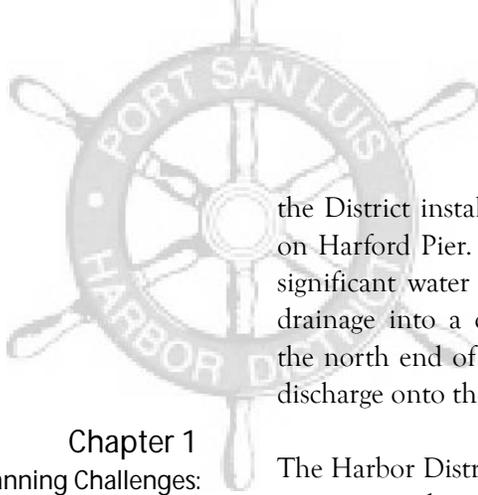
In 1995, the District installed mechanical equipment to capture boat wash water at the mobile hoist drydock pad. This water is pretreated and discharged into the sanitary system. In 2000,

Chapter 1 Planning Challenges: Environment

To the greatest extent possible, interference with these resources through use or activities that occur either in the water (boating, etc.) or landward of the coastal waters (e.g., development) is restricted.



Blue Heron wading in the bay near Harford Pier.



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the District installed state-of-the-art sewer and bilge pumpout equipment at the fuel dock on Harford Pier. The new 46,500 square foot Boatyard, completed in 2002, incorporates significant water quality control improvements: a reinforced concrete surface, controlled drainage into a clarifier, and a comprehensive best management practices program. At the north end of Avila Beach an innovative drainage outfall was designed to reduce trash discharge onto the beach and to reduce beach sand scouring from high water flows.

The Harbor District also promotes clean boating by distributing educational brochures and encouraging boating facility operators to safeguard the bay's water quality. Harbor District staff receives training and education in clean water management and water quality control. A hazardous materials and used oil collection center is available for the use of boaters and other harbor users. District maintenance staff closely monitor sewer lines and lift stations to ensure they are functioning properly and to prevent any accidental spillage.

b. Onshore Resources

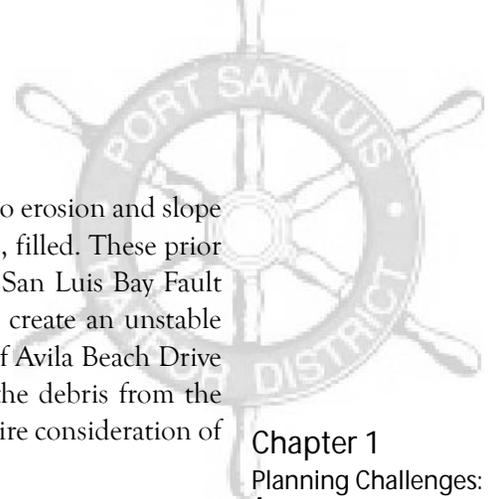
Waterfront land is influenced by the local marine environment, which produces distinctive features such as vegetation, habitat, and soils. At the Port most land areas that front San Luis Obispo Bay, particularly the Beach and Bluffs and Harbor Terrace, have experienced previous disturbances, including grading and active use. Even so, planning efforts must evaluate areas appropriate for development and design improvements with sensitivity to the site and the surrounding areas. San Luis Obispo County Coastal Policies, development standards, and land use ordinances apply to land development at the Port and address associated issues such as setbacks, height limits, grading, and drainage.



Evidence of bluff erosion adjacent to Avila Beach Drive, across from Harbor Terrace.

1. Geology / Bluff and Hillside Erosion

Like coastal bluffs throughout California, the waterfront bluffs and hillsides along Avila Beach Drive have suffered significant erosion over the years from natural processes such as wave and wind action, water runoff, and the cumulative effects of use. Maintaining bluff integrity is a particularly important issue for the Port because there is only one road into the harbor—and the bluffs support it. Much of the seaside bluffs at Port San Luis are 15 to 20 feet in height and have been protected against further erosive wave action by riprap revetment; however, there are portions without shoreline protective devices. Natural rock projections are also present in the middle section of the bluff face. At the intersection of Avila Beach Drive and Diablo Canyon Road, there has been extensive erosion and the road is in jeopardy of washing out. This would effectively close the Port. Moving the road inland is not possible due to the proximity of a sensitive archaeological site. In addition to the road, the narrow width of bluffs along Avila Beach Drive provides space for sightseeing, parking, and lateral coastal access. Some shoreline protection is extremely critical to protect the road and ensure the continued safety of the parking area and walkways. Shoreline protection devices are needed to prevent further undermining of bluff integrity. A balance of protecting the sandy beach area and the coastal road is necessary to provide continued adequate and proper access to the harbor.



Hillside bluffs and terraces that support Harbor Terrace are also subject to erosion and slope slippage. Much of the site has been previously graded and, in some areas, filled. These prior activities, plus the presence of several major and minor landslides, the San Luis Bay Fault (considered inactive), as well as smaller slumps and subsurface springs, create an unstable geological condition on this site. Active landslides on the upslope side of Avila Beach Drive “creep” onto the roadway, requiring periodic maintenance to remove the debris from the road (Harbor Terrace EIR, 1998). Construction of new facilities will require consideration of these factors to address potential geologic constraints.

2. Cultural and Historic Resources

Cultural resource sites from early inhabitants of this area, including the Chumash Indians, are known to be in the vicinity of Harbor Terrace and Lightstation Planning Sub-Areas. Historic resources at the Port include Harford Pier, the Lighthouse, and the San Luis Yacht Club. Development at or near these resources should be compatible with the historic values of these facilities and should incorporate techniques to reduce negative impacts and improve degraded areas.

3. Scenic Resources

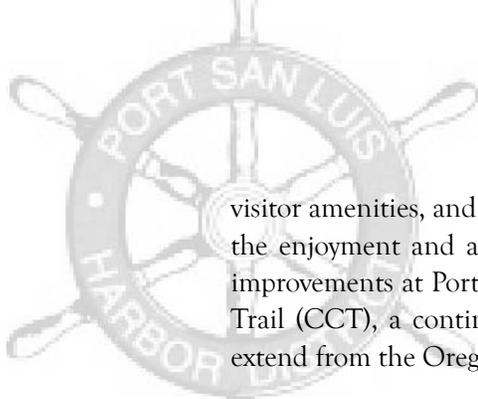
The Port San Luis Harbor Commission is committed to maintaining the scenic qualities at San Luis Obispo Bay. The rural waterfront landscape remains much the same as it has for generations: a pleasant, seaside harbor with maritime facilities and abundant natural charm. Port facilities such as the piers, boatyard, and historic Lighthouse contribute in large part to the harbor’s long-lived character. Recently, the Coastal Commission has indicated concern with the incremental deterioration of scenic landscapes of coastal public viewsheds (LCP Review, 2001). In Public Resource Code Sections 30251 and 30253 (Coastal Act), scenic and visual qualities of coastal areas are required to be protected. Key concerns include grading and landform alteration, compatibility with surrounding waterfront character, views from offshore areas, and restoring and enhancing the visual quality of degraded areas. The Coastal Commission prefers avoidance of impacts through site selection and design alternatives rather than mitigation through landscape screening.

Port facilities, such as the piers, the boatyard, and Lighthouse, contribute in large part to the harbor’s long-lived visual character.

The waterfront character of Port San Luis Harbor should be recognized in the architecture, lighting, and landscaping of new development. Additionally, new uses should incorporate design measures that reduce long-term maintenance requirements.

Planning Issue 4: Coastal Access

Both the Coastal Act and the California Constitution guarantee the rights of all citizens to access and use State tidelands. Moreover, boaters need access to the water and to their vessels. Port San Luis’s jurisdiction embraces the tidelands of San Luis Obispo Bay, with much of the property along the waterfront abutting Avila Beach Drive (County right of way). Opportunities for public access exist vertically from the land or pier structure to the water and boating facilities and laterally along the waterfront perimeter. A network of walkways, open spaces, overlooks,



visitor amenities, and integrated circulation improvements improves public access and enhances the enjoyment and appreciation of the San Luis Obispo Bay waterfront. In addition, access improvements at Port San Luis support other County efforts to develop the California Coastal Trail (CCT), a continuous 1,200-mile trail along the California coastline that will ultimately extend from the Oregon border to Mexico.

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a. Road Access (Road Capacity)

The only vehicular access to the Port is along Avila Beach Drive, which is controlled by the County of San Luis Obispo. This arterial also serves as the primary access road for the nuclear power plant at Diablo Canyon. As such, it is a critical route, extending from Highway 101 to the entrance to Diablo Canyon Road. Avila Beach Drive is also a crucial link for continuous, safe, and convenient bicycle and pedestrian connections to Port San Luis from Avila Beach, Avila Valley, and beyond. The segment of road encompassed within the Port San Luis Study Area extends for over one mile between Avila Beach and Harford Pier.

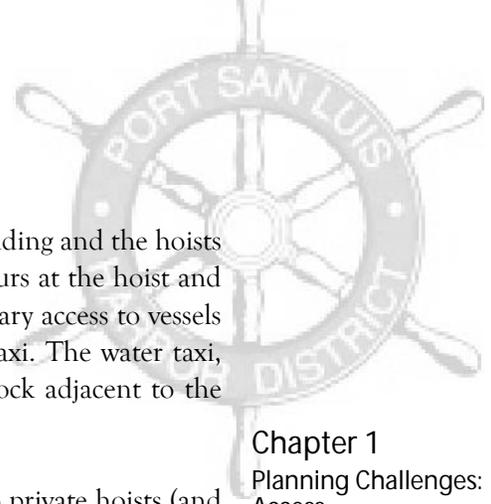
The Coastal Act and the California Constitution guarantee the rights of all citizens to access and use State tidelands. A coordinated program that encourages alternative transportation through the District, including walking, bus service, trolleys, and bicycling may both alleviate road congestion and parking demands.

One of the chief priorities of the 1976 Coastal Act concerns the protection of public access to the waterfront (PRC §30224, PRC §30254). Both the County and the Harbor District maintain policies advocating reserved road capacity for coastal dependent uses.* The County continues to approve non-priority uses both in and outside the coastal zone, consuming road capacity necessary to serve high priority coastal dependent uses. Most uses and functions that occur at Port San Luis Harbor are coastal dependent, such as boating, fishing, and waterfront recreation. The Harbor District is concerned that development occurring outside of its control could limit the ability to provide for high priority uses. During the San Luis Obispo County LCP Periodic Review (2001), the Coastal Commission advised the County to implement its road capacity reserve to serve priority resources under the Coastal Act. The Harbor District intends to continue to request reserve road capacity for priority uses at the waterfront. Further discussion of Road Capacity occurs under Planning Challenge 5, Services.

b. Access to Vessels and Water

Port San Luis provides harbor services and functions; as such, providing access to vessels is essential. Boaters need regular access to the water: from getting boats into the water via launches, ramps, and hoists, to reaching vessels on moorings, and alongside the pier. Planning challenges facing water access issues include conflicting water area uses, insufficient access facilities, and sand shoaling. The sheltered area of the harbor has limited capacity; adding new facilities to the water area may preclude space from other uses. Determining the allocation of the open water area requires the Harbor District to balance demand simultaneous with avoiding conflicts among uses while meeting the demands of the market. According to the Coastal Commission Periodic Review of County's LCP (2001), the state (and this region in particular) is experiencing a trend towards increased recreational boating facilities and away from those dedicated to commercial fishing.

* SLO County Ordinance 2702: Priorities and policies of the California Coastal Act and San Luis Obispo County LCP shall be considered in reference to any development proposal in Avila Beach Urban Area, which could impact traffic levels on Avila Beach Drive.



1. Boating Access

The primary boating access points occur at the launches on Harford Landing and the hoists and landings at Harford Pier. To a lesser extent, boating access also occurs at the hoist and landing at Avila Pier and the small boat ramp at Olde Port Beach. Primary access to vessels on moorings and in the anchorage is via personal skiffs or the water taxi. The water taxi, a service subsidized by the Harbor District, embarks from the small dock adjacent to the Marine Supply at the trailer boat launch.

To facilitate access by skiffs, Harford Pier has four public hoists and two private hoists (and associated ladders) dispersed down the length of the pier. Boating access also occurs at the public landings that exist in three locations on Harford Pier: two fixed, and one floating. Avila Pier has one public hoist (and ladder) and a single landing.

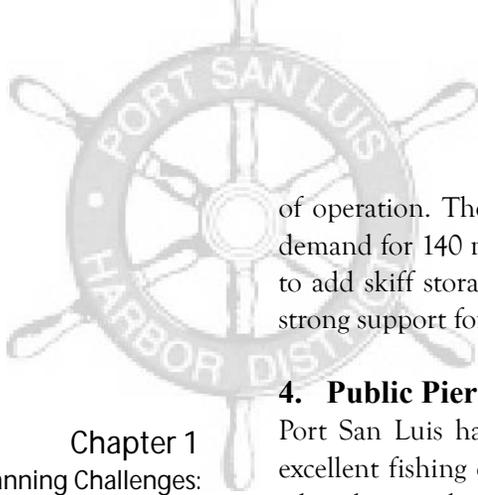
The trailer boat launch facilitates launching for vessels up to 7.5-tons or 15,000 lbs. A 50-ton mobile boat hoist on a concrete pier hauls boats out of the water for dry-dock. Boating access at the two boat launches is limited due to chronic sand shoaling. Shoaling reduces the water depth and amplifies the effects of surge. Despite an on-going program of annual maintenance dredging, it is difficult, dangerous, or impossible to launch and haul boats during the winter months. In order to keep the launch operational, the Harbor District must dredge this area regularly. The District is conducting studies and consulting with marine scientists to better understand wave action and sand circulation within San Luis Obispo Bay. The long-term goal is to find an engineering solution that will eliminate or reduce the frequency and scope of maintenance dredging. (See 1990 Moffat & Nichols Mobile Boat Hoist Facility study for further recommendations.)

2. Moorings and Dry Boat Storage

The Harbor District manages both moorings and trailer boat storage. The number of people on the waiting list for moorings fluctuates with market demand. At one time, the waiting list for these facilities was lengthy; since instituting a waiting fee, the length is characteristic of other harbors in the region. Currently, there are approximately 280 mooring spaces in the main harbor divided among recreational power and sailing vessels, commercial fishing, guest spaces, and about a dozen moorings on the west side of Avila Pier. Currently, commercial fishing vessels utilize 45% of harbor moorings as compared to 52% consumed by recreational vessels. Both categories have available expansion capacity. There are also thirty-four seasonal guest moorings available to accommodate transient mooring needs with room for additional moorings as the market demands. The Harbor District currently provides secure trailer boat storage space for various size boats on Harbor Terrace. To improve this space, new development on the site should improve the efficiency of the boat storage facility's design.

3. Skiffs / Water Taxi

There are presently 67 racks and tie-ups (wet skiff storage) at Harford Pier and approximately 10 to 12 transient tie-ups for small boats at Avila Pier. There has been consistent public demand for additional skiff storage space. Space constraints and funding are the major limitations to relieving the skiff deficiency. Skiff racks themselves are fairly inexpensive; however, the associated pier deck, landings, and hoists are very expensive to build and maintain. The Harbor District subsidizes water taxi service with limited seasonal hours



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of operation. The Harbor District conducted a survey in 2002 that concluded there is a demand for 140 more skiff storage spaces (wet/dry) harbor-wide. The Harbor District plans to add skiff storage spaces at both Avila Pier and Harford Pier. The survey also indicated strong support for continued water taxi service to reach vessels on moorings.

4. Public Pier Fishing

Port San Luis has two public fishing piers: Avila Pier and Harford Pier, which provide excellent fishing opportunities. Both piers incorporate open space setbacks along the pier edges, leaving these spaces uncluttered for pier fishing by locals and out-of-town visitors alike. There are bait and tackle shops, as well as fish cleaning racks on both piers. In addition to the fishers who use pier frontages, other fishers (including “crabbers”) use the rock revetment along Harford Landing.

5. Breakwater / Marina

For decades, harbor users have sought an expansion of the breakwater at Port San Luis to allow for a recreational marina. The existing 2,400-foot rubblemound breakwater was constructed by the Army Corps of Engineers (Corps) in 1913 and affords only limited protection from northwest swells. Because the harbor is exposed to southerly storms, vessels and facilities near the water are susceptible to significant wave damage. In 1988, the Corps demonstrated the financial infeasibility of adding a detached breakwater to increase the amount of protected area in the harbor (General Re-evaluation Report, 1988). Consequently, the last Master Plan (1984, revised 1994) discontinued further consideration of the subject. Nevertheless, many boaters remain committed to the prospect of an enhanced breakwater and marina at Port San Luis. The Coastal Commission indicates an appreciable lack of recreational boating facilities in the Central Coast area (LCP Periodic Review, 2001). The expanded protection for the harbor from an additional detached southerly breakwater would provide a greater opportunity for Port San Luis to meet recreational boating needs in this area. The Harbor Commission would consider proposals that demonstrate the overall feasibility of such an endeavor.



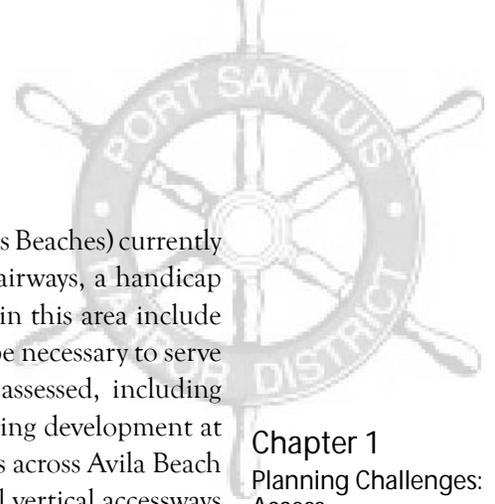
New stairs at Avila Beach include this stepped seating area near the Pier.

c. Vertical Access: To Beaches and Shoreline

Since the Port began managing the tidelands in this area, the creation of several access points have improved public access to the waterfront. Tourism is one of the County’s leading economic activities; as development proceeds in the Avila Valley area more visitors are anticipated to visit Port San Luis. This section describes non-boating related access to the shoreline.

1. Avila Beach

Visitors to Avila Beach benefit from the newly developed (2000) eleven stairways and two handicap ramps to the shoreline. Other amenities enhancing public access at Avila Beach include new restrooms, two beach showers, picnic tables, barbecues, and seating areas.



2. Olde Port and Fisherman's Beaches

The two Port beaches astride Avila Beach Drive (Olde Port and Fisherman's Beaches) currently have several accessways from the road to the shoreline including two stairways, a handicap ramp, two minor bluff trails, and a small boat launch. Other amenities in this area include fire rings, restrooms, and a lifeguard station. Additional accessways may be necessary to serve access to the beaches. The need for additional accessways should be assessed, including identification of appropriate locations. With the addition of visitor serving development at Harbor Terrace, and/or increased tourism in the area, access connections across Avila Beach Drive and to the beach may need to be provided. At that time, additional vertical accessways to the beach should be evaluated and pursued.

3. Harford Landing

Scuba divers would benefit from the construction of a launching area near Harford Pier at Harford Landing. Scuba divers informally use this area, but a few basic improvements such as an outdoor shower, benches, and stairs or ramp would enhance its usability for ocean diving purposes.

4. The Lightstation

In the Lightstation Planning Sub-Area, a pier was formerly located at Lighthouse Beach adjacent to the breakwater. This pier was once as a primary access point to the Lightstation. The Lighthouse Keepers and the District are planning to replace the historic pier to facilitate water access to the Lightstation. Lighthouse Beach now serves as the customary landing area for kayakers visiting Point San Luis. The Lighthouse Keepers anticipate increased usage of the beach landing with completion of the Lighthouse restoration, yet there is not a trail to connect the beach landing to the Lighthouse. In order to foster alternative accessways to this site, a more formal trail should be constructed and improved after the pier is built.



Public landing at Harford Pier.



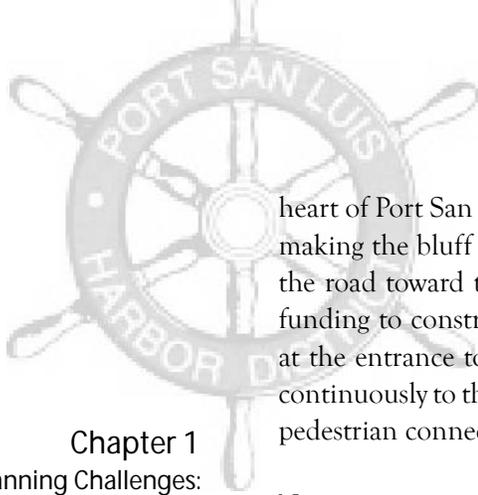
Mooring and floating dock area north side of Harford Pier.

d. Lateral Access: Connectivity among Port Properties

Port visitors and users frequently go to more than one destination on Port property by boat, walking, driving, taking the Avila trolley, or bicycling. Facilitating connections between properties through pathway connections, and providing pedestrian amenities and other facilities, enhances the utility of existing facilities and experience of the user.

1. Along Avila Beach Drive to Harford Landing

The 1984 Master Plan proposed numerous access improvements along the County right of way that were not realized. There remains a need to improve access along this roadside to enhance the safety and experience of people walking and cycling through this area and to provide a convenient alternative mode of travel among Port properties. The County controls the planning, maintenance, and improvements for Avila Beach Drive, the crucial link to the



Chapter 1

Planning Challenges: Access

heart of Port San Luis. The bluffs along Avila Beach Drive are subject to erosive wave action, making the bluff top areas unstable and threatening to encroach into the roadway (parts of the road toward the west are in jeopardy of washing out). The County has obtained grant funding to construct a pedestrian walkway from Avila Beach to the Fisherman's Memorial at the entrance to the Port. Establishing a connection from this walkway and extending it continuously to the main harbor area would help to provide continuous, safe, and convenient pedestrian connections and reduce vehicle traffic between Avila Beach and Port San Luis.

Numerous visitors also come to the Port by bike, including families, recreational day-trippers, and other cycling enthusiasts. During peak periods when cars park along both sides of the road, cyclists have to share the roadway with vehicles. Bicycling to the Port is a recreational activity that should be supported not only because it is pleasant but also because it creates added benefits of reducing road capacity consumption and parking demand. The County's most recent circulation study (Avila Circulation Study, 2001) does not propose bicycle

transportation improvements along the right of way to the Port. To provide a safe and pleasant traveling environment and encourage cycling transportation as a recreational experience at the Port, bike lanes should be provided along the right of way.

The overlook areas on the bluffs offer excellent occasions to provide the public with a recreational area where they can appreciate uninterrupted scenic vistas of marine life, the waterfront landscape, and the working harbor. Many visitors already use the bluffs for these purposes without additional improvements; however, RV camping often blocks views and the overlooks. Additionally, the bluffs are near the trailhead for the Lightstation, Pecho

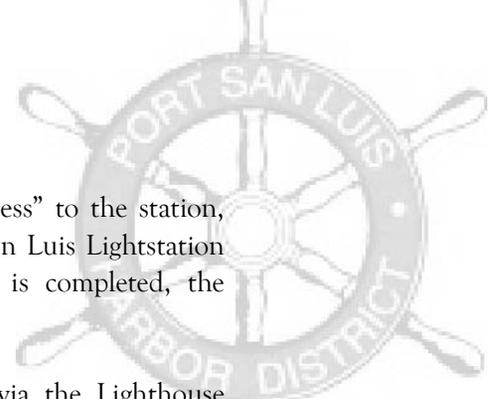
Coast Trail, and front the beach area. Development of the bluffs should be planned and coordinated with development of visitor facilities on Harbor Terrace and should include safe connections to other Port facilities with walkways, crosswalks, trolley stops, or other appropriate facilities. All bluff top improvements must take into consideration County right of way terms and conditions.

2. Lightstation

One of the major planning challenges for this site is providing public access. The Harbor District's Light Station Utilization Program (1990), a document that outlines how the Port meets the obligations established by the U.S. Government for the use of the facility, specifies docent-led access for day use only. Lighthouse Driveway and the Pecho Coast Trail, which are controlled by the local utility company and originate near the guard station at the Diablo Canyon power plant access road, presently, provide primary Lightstation access. The Port contracts with the local utility company to allow limited daytime use of the road to the lighthouse by the District and the custodians of the station, the Lighthouse Keepers. Kayak trips led by the Sierra Club also visit the site by landing at Lighthouse Beach; however, currently no formal trail connects the beach to the station.



Access should be improved along this corridor to enhance the safety and experience of people walking and cycling through this area and to provide a convenient alternative mode of travel among Port properties.



The Lighthouse Keepers also adhere to the concept of “managed access” to the station, meaning “...there will be no unsupervised access to the site” (Point San Luis Lightstation Access Analysis, 1996). When restoration work at the Lighthouse is completed, the Lighthouse Keepers propose four modes of access:

- Use a van or small bus to shuttle visitors to the site via the Lighthouse Driveway;
- Docent-led tours along the Pecho Coast Trail with two to three hikes led to the station each week by docents. (The local utility company currently provides regular docent-led tours to the Lightstation as part of a negotiated agreement with the Coastal Conservancy);
- Via kayak trips, disembarking at Lighthouse Beach and met by docents; and
- Rebuilding of the former Lighthouse pier (“Coast Guard Pier”) and providing water shuttle service.

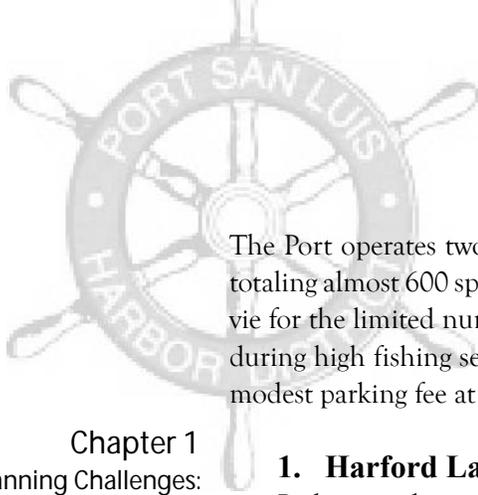
The fourth option is an attractive, albeit costly, solution. The former Coast Guard Pier was located adjacent to Lighthouse Beach just inside the breakwater and once provided the primary means of access to the Lightstation until the road was constructed in the early 1960’s. The pier burned to the waterline and was subsequently removed by the Coast Guard in 1979. The Lighthouse Keepers have expressed interest in restoring waterborne access to improve accessibility to the site and enhance visitor’s experiences of the Lighthouse. The water taxi or other functionally equivalent service could shuttle visitors from other Port properties to the reconstructed Lighthouse Pier. In addition to access routes, dedicated parking and staging areas are needed to serve the 1,000-plus monthly visitors (projected by the Lighthouse Keepers) to the historic Lightstation (See parking discussion below).

e. Access Signage

Public access at the Port could be improved with an access signage program that coordinates with the Port’s existing signage and/or with a signage program for the greater Avila area. Uniform signs that indicate access points, parking areas, launch facilities, and scenic overlooks could improve circulation and public awareness of the types of facilities available at the Port. Specific areas that could benefit from such a program include beach accessways, dedicated beach parking at the Avila lot, direction signs to long-term and short-term parking areas, and staging for the Lightstation. A coordinated program could encourage alternative transportation including bicycling, trolleys, and walking. Such a program may reduce road congestion and parking demands, especially if information is broadly disseminated in a public outreach campaign. This kind of campaign could be coordinated with the County’s intercept parking program outlined in the Avila Circulation Study (2001).

f. Parking

As at most waterfront destinations in California, demand for parking spaces at Port San Luis often exceeds supply, particularly during warm weather and fishing seasons. The District’s intent is to assure an adequate supply of parking for visitors, residents, and harbor users, as well as smooth traffic flow within the harbor and the community.



The Port operates two public parking areas, Harford Landing and the Avila Beach parking lot, totaling almost 600 spaces (including boat trailer spaces at Harford Landing). Various user groups vie for the limited number of spaces at both public parking areas as well as on Harford Pier, and during high fishing seasons at the bluff turnouts. The Harbor District is considering charging a modest parking fee at the public lots.

Chapter 1
Planning Challenges:
Access

1. Harford Landing

Parking and circulation through this lot fluctuates and, like most demands at the Port, is largely dependent on the weather. During warm summer months, weekend parking demand is at its peak with recreational fishermen, tourists, beach visitors, and employees and patrons of the local restaurants alternating usage of available spaces with boat trailers and automobiles. This scenario may be replayed on any given weekend from May through October. During the winter months, and on weekends with cold or foggy weather, parking provided at the Port is more than adequate. Currently, Harford Landing provides parking for 248 cars and 35 vehicles pulling boat trailers.

2. Harford Pier

The pier offers limited parking due to space constraints, structural load limits, and restrictions by the local fire authority. Sixteen spaces are dedicated to visitors and two are dedicated to loading and off-loading needs of lessees on the pier. No increase in parking is planned. If warranted, some form of valet service may be funded and administered by pier tenants to serve guests' needs.

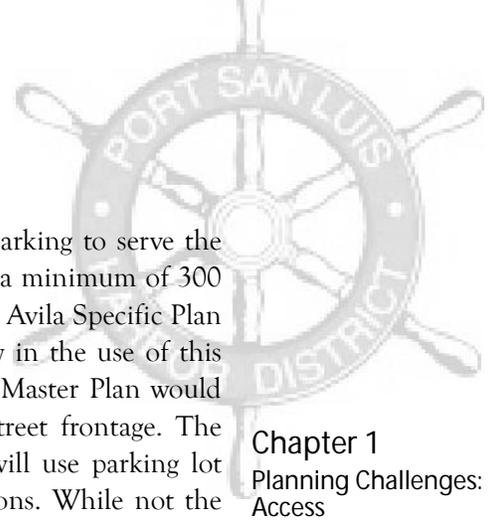
3. Lightstation Staging Area

The operators of the Point San Luis Lighthouse, the not-for-profit Lighthouse Keepers, anticipate a dramatic increase in the number of visitors to the Lighthouse once better access is created. Primary means of access to the facility is planned to initially be via vans or shuttles to transport Lighthouse visitors from a parking and staging area. If possible, the staging area should remain in proximity to the Lighthouse driveway. This Plan recommends providing a flexible parking area at the east end of Harford Landing in the East Parking Lot for Lightstation parking and staging needs. Additionally, a flexible parking area could be incorporated into the future development on Harbor Terrace and /or be provided off-season at the Avila Beach parking lot. It may not be possible to provide adequate parking to serve Lightstation needs because of the already challenging parking condition at Port San Luis. The Port's public parking areas fill to capacity during peak seasons and special events; therefore, parking to serve Lightstation visitor needs may conflict with the need to serve priority harbor users. Coordinated use of remote staging areas (parking lot at Ontario Road) with the County should also be considered (see Avila Circulation Study, 2001).

The District's intent is to assure an adequate supply of parking for visitors, residents, and harbor users, as well as smooth traffic flow within the harbor and the community.

4. Avila Beach Drive

The County currently allows daytime parking along both sides of Avila Beach Drive at Olde Port Beach. This linear strip is estimated to provide 125 spaces. Potential reconfiguration of the road to provide safe pedestrian and bicycle circulation could lower available area for parking along the road.



5. Avila Beach Parking Lot

The Avila Beach parking lot currently provides 353 spaces of public parking to serve the parking needs of beach and pier users. The Port is required to provide a minimum of 300 spaces in this lot, pursuant to an agreement with the County. The 2001 Avila Specific Plan proposes a reconfiguration of this parking lot to allow more flexibility in the use of this property and further the community's redevelopment objectives. This Master Plan would implement that objective by allowing development along the First Street frontage. The majority of the parking lot would remain public parking. The Port will use parking lot revenues from the Avila lot for Avila Beach maintenance and operations. While not the preferred alternative, the Avila Beach Lot may serve as a flexible (off-season) staging area for Lightstation staging.

6. Parking Management and Special Events

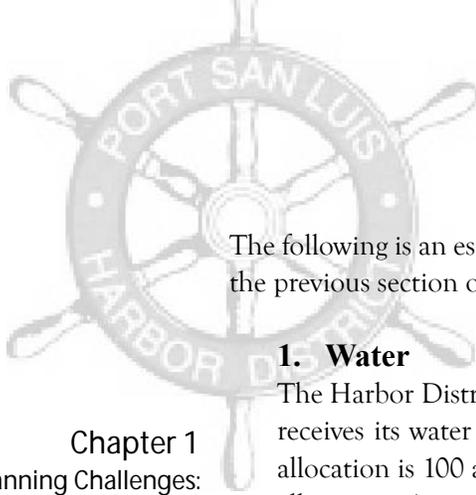
Parking can be an influential tool in managing congestion and affecting how people choose to move about. Parking at the Port is generally unregulated. In addition, there is currently no established plan or method for managing parking during special events and high demand periods such as the opening day of fishing seasons. With new development at Harbor Terrace and the completion of Lighthouse renovations, there will be a need to coordinate usage of available parking among the Planning Sub-Areas to accommodate the anticipated increase in visitors.

The Avila Community has shown interest in using the Avila parking lot to hold special events. The Port is interested in entertaining this idea during off-season months when the parking lot typically has available capacity.

Planning Challenge 5: Services

Public Resource Code §30254 and §30224 (Coastal Act) directs local governing agencies to reserve essential public services and resources to serve coastal dependent and coastal related uses. San Luis Obispo County's LCP maintains a similar program, which connects development approvals to the governing jurisdiction's ability to provide services and resources to that development. Since the Harbor District is governed by the County's LCP, proposed developments at the Port must be within resource and system capacities available to the Harbor District.

The most current Port Resource Capacity Study (1997) outlined capacities available to serve existing and proposed development as presented in the 1984 (revised 1994) Master Plan. The Study evaluated four service capacities: Water, Wastewater, Road, and Parking. Some developments proposed in the old Master Plan were not built; therefore, the resources that were planned to serve them are still available. Since adoption of the 1997 study, new development at the Harbor has been minimal and capacities have not changed significantly. Although the amount of services necessary to serve new development on Harbor Terrace is unknown, the Harbor District's available capacity of water and wastewater resources are estimated to be sufficient to serve proposed improvements in this Plan. Before approving new developments proposed in the 2003 Master Plan, the Resource Capacity Study should be updated to verify sufficient capacity is available and ensure an adequate reserve for existing uses and future development.



The following is an estimate of available services. Please refer to Planning Challenge 4, Access, in the previous section of this chapter for a thorough discussion of Port parking issues.

Chapter 1
Planning Challenges:
Services

Proposed developments at the Port must be within resource and system capacities available to the Harbor District.

1. Water

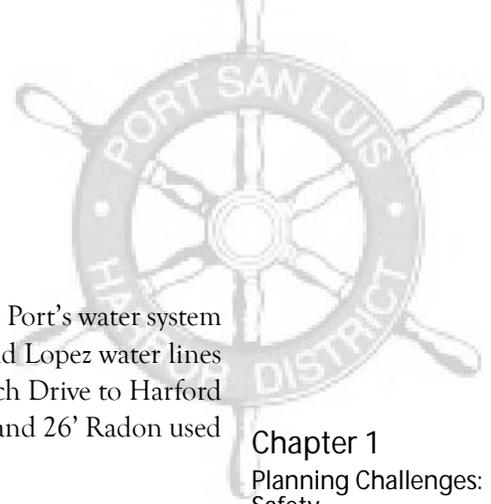
The Harbor District receives its water from County Service Area 12 (CSA-12), which in turn receives its water from the San Luis Obispo County Lopez Reservoir. The Harbor District allocation is 100 acre-feet per year (AFY); present consumption is approximately 35% of this allocation. A reserve of 5% AFY per year is required to guard against emergencies such as drought. Included in the Port reserves is water use for the Port San Luis Trailer Park, which is estimated to be 1.8 AFY (1997). Utilization of conservation techniques should assure an adequate supply of water for Port use. Water system facilities include a 100,000-gallon water tank on the Harbor Terrace property and Lopez water lines that extend from the Avila metering station at First Street and Avila Beach Drive to Harford Landing. The most serious deficiency with the present water system is the adequacy of fire flows, i.e., the ability of the water distribution system to provide reliable water pressures for fire suppression. (See Safety section below.)

2. Wastewater

The Port currently contracts with the Avila Beach Community Services District for sewage disposal. The District has contracted 70,000 gallons per day (gpd) of the treatment plant's current (2002) 200,000-gpd capacity. Historic wastewater flows pumped from the Port averages 17,000-gpd, well below the Port's contracted capacity with the Community Services District. The Harbor District has a reserve capacity of 50,000-gpd, anticipated to be enough to satisfy proposed development in this Plan.

3. Road Capacity

The County has established Level of Service C (LOS) as the acceptable condition for roadways in the Avila area; however, circulation studies that consider anticipated growth and development in the Avila Community indicate that key areas of the roadway will experience substandard LOS conditions during summer weekends and holidays, i.e., peak visitor periods. The critical section of the road where capacity is limited is that reach lying between the intersection of San Luis Obispo Bay Drive and San Luis Street in Avila Beach. Studies show that expanding the capacity of the road would result in significant environmental and financial consequences (Avila Circulation Study, 2001). A coordinated program that encourages alternative transportation through the Port including walking, bus service, trolleys, and bicycling may alleviate both road congestion and parking demands (See discussion on Lateral Access, in Planning Challenge 4). However, given that Avila Beach Drive and land areas are under the County's jurisdiction, the Harbor District is not in the position to shape circulation improvement efforts nor to ensure that development outside its jurisdiction does not absorb essential road capacity. Discussion on Road Capacity also occurs under Planning Challenge 4 earlier in this Chapter.



Planning Challenge 6: Safety

1. Fire

Harbor District firefighting infrastructure shares the same facilities as the Port's water system network: a 100,000-gallon water tank on the Harbor Terrace property and Lopez water lines that extend from the Avila metering station at First Street and Avila Beach Drive to Harford Landing. In addition, the Port has two fireboats: the 56' LCM workboat and 26' Radon used by the Harbor Patrol.

The local fire authority requires water flow of 1,500 gallons per minute (gpm) for a sustained period (four hours). Water flow at the terminus of the Port's water line is limited to 1,200 gpm for two hours, partly due to pipeline constraints between the metering station at Avila and Harford Landing. To provide the Port with sufficient fire flow, the fire authority recommends two actions: Add another water tank at Harbor Terrace (with capacity to be determined by an engineering review) and /or resolve the pipeline constraints. On Harford Pier, the local fire authority recommends installing sprinklers, fire grates, a hose box, and a 20' wide access lane down pier (currently 18'). Redevelopment of the pier, especially renovations of the pier drive, should integrate fire protection measures such as fire grates and additional sprinkler systems.

2. Emergency Response Plans

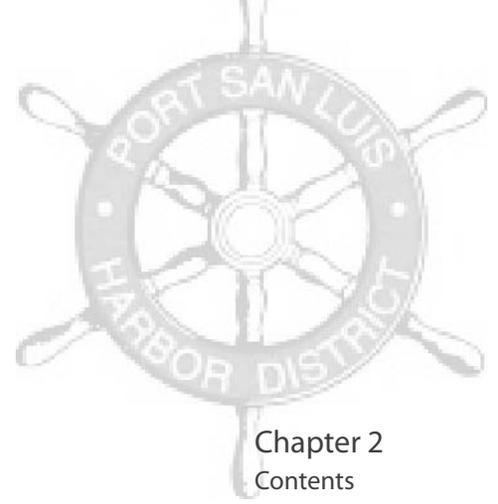
The County Office of Emergency Services is responsible for managing an Emergency Evacuation Plan for the Port and Avila areas. The Port should refine this emergency response plan to address emergency evacuation of Port properties due to accidental or terrorist release of radioactive materials from Diablo Canyon, earthquake, tsunamis, fire, war, storms, etc. Currently, Harford Pier maintains a 10-foot setback around structures and the pier edge to provide for emergency pedestrian exit, which is required by the local fire authority.



Avila Beach Drive provides the only vehicular access to the Port. The roadway is shared by motorists, bicyclists and pedestrians.

3. Roadway

Between the San Luis Obispo Creek Bridge and Harford Landing, motorists, pedestrians, and bicyclists share the roadway. During most times of the year, the safety of non-motorized users is not a significant problem, even though the experience of these users would be improved with dedicated travel areas. However, during high visitor periods the road is more congested and pedestrians and cyclists must compete for travel room with vehicles, creating potentially unsafe conditions. Additionally, beachgoers who park on the north side of the roadway must cross traffic lanes to reach the beach. Currently, there are no safety improvements such as signs, crosswalks, or bike lanes along the right of way to provide safe passage for non-motorized travelers.

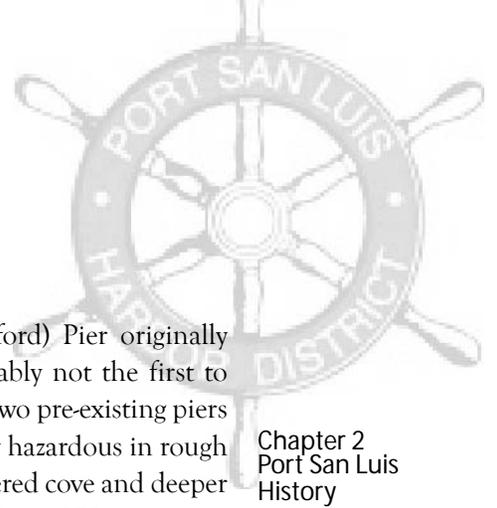


Chapter 2
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Chapter 2 History & Planning Sub-Areas

A. History of Port San Luis Pier & Harbor

Port San Luis may be said to have started with the Port San Luis (Harford) Pier originally proposed in 1868 by local entrepreneur, John Harford. Harford was probably not the first to notice the advantages of locating a pier in the west end of San Luis Bay: the two pre-existing piers at Mallagh Landing (Pirates' Cove) and Peoples' Wharf (Avila Pier) were very hazardous in rough weather, and could not match the attractiveness of the west bay with its sheltered cove and deeper water. Late in 1871, Mr. Harford proceeded with his construction plans, and in 1873, the wharf was completed to a length of 540 feet where waters averaged 15 feet in depth.

Chapter 2
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History

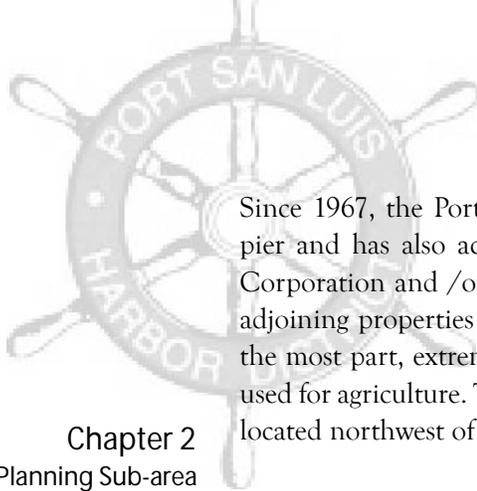
To service the pier, Mr. Harford constructed and operated a 30-inch narrow gauge railroad, which ultimately became a part of the Pacific Coast Railroad Company, extending from San Luis Obispo to Los Olivos with a major portion of its freight and passengers passing through Harford Pier. Harford extended the wharf to 1500 feet in 1876, (its present configuration), where the average depth was 17 feet at low tide. In 1882, the Ocean Hotel was constructed at the base of the wharf, was later purchased by the Marre family, and renamed Hotel Marre.

Through its early years, Port Harford was an essential link in the County's exports of dairy products, grain, cattle, hogs, and other farm and mineral products. At the turn of the century, oil was discovered in San Luis Obispo and northern Santa Barbara Counties. Standard Oil Company erected several oil storage tanks on a hillside just north of the pier, now known as the "Harbor Terrace" site. The wharf was extended an additional 1400 feet, into 31 feet of water, which was adequate to handle the largest oil tankers of the day.

With the arrival of the standard-gauge Southern Pacific Railroad lines throughout the County in the early 1900's, coupled with the Great Depression in 1929, use of the port and of the Pacific Coast Railroad Company declined; even the lucrative oil transportation facility was abandoned and that 1,400-ft. extension was demolished to aid navigation. By the early 1950's, the pier was in such a state of disrepair that it was unable to support vehicles or freight—and even became hazardous for foot traffic. The pier was acquired by the Harbor District in 1965 and rehabilitated during the next several years, thus re-creating the historic pier to serve modern functions.



Historic photo of the oil tank farm on Harbor Terrace.



Since 1967, the Port San Luis Harbor District has developed an 8-acre landfill abutting the pier and has also acquired various related properties adjacent to the harbor. The Leucadia Corporation and /or Pacific Gas and Electric Company own the adjoining properties. These adjoining properties are generally vacant in the immediate vicinity of the harbor and are, for the most part, extremely steep with limited access. These neighboring properties are generally used for agriculture. The primary use of the property is the Diablo Canyon Nuclear Power Plant, located northwest of the Port.

Chapter 2 Planning Sub-area Descriptions Today & Tomorrow

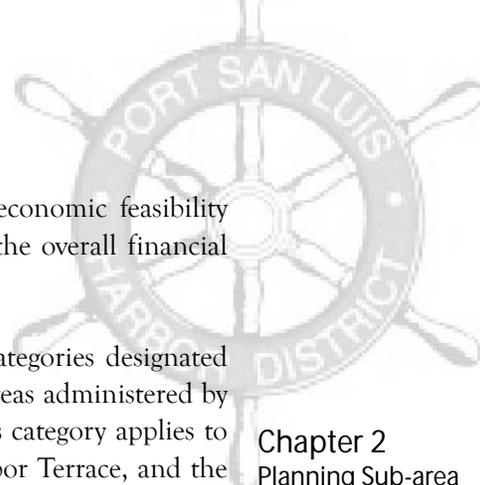
The roadway leading to Port San Luis follows the alignment of the old Pacific Coast Railway right-of-way, which was constructed by John Harford along with the pier in 1873 and acquired by the Pacific Coast Railway Company in 1882. The only remnant of this railroad in the Beach and Bluff area is the old trestle that crossed San Luis Obispo Creek; this structure had deteriorated badly, however, and was finally removed in early 1982.

In 1914, the Railway Company constructed the pipeline wharf that intersected this waterfront area. The pier was purchased by the Union Oil Company (later Unocal) in 1940, but the tidelands under the pier were still owned by the Harbor District and leased to the oil company. The old wood pier was destroyed in a heavy storm in 1983 and was reconstructed as a steel pier seen today. In 2001, Unocal gifted to California Polytechnic University, San Luis Obispo the pier for use as a Marine Research and Education Facility. The Harbor District granted a long-term lease to Cal Poly for this purpose. Unocal continues to own the landside parcel at the base of the pier next to Avila Beach Drive (See Beach and Bluff Existing Conditions, Figure 7).

In 1942, the railroad went bankrupt and Elton Tognazzini ultimately acquired its assets. For a short time after World War II, Mr. Tognazzini operated a toll road until the Harbor District acquired the right-of-way in 1964, then called Harford Drive. The road and bridge were improved in 1968 to a 24-40'-wide section with shoulders and curbs through a cooperative County, State, and Federal improvement project in conjunction with the construction of the Pacific Gas and Electric Company (PG&E) nuclear power plant at Diablo Canyon. The County assumed management of the road at that time. The Marre Land and Cattle Company also contributed a right-of-way for the road, and PG&E provided some funding for the bridge. A concrete barge landing, gatehouse, and access road were constructed by the local utility company to serve the power plant. These facilities (including a small portion of Diablo Canyon Road) are all located on Harbor District property. The shoreline area along Avila Beach Drive suffered heavy storm damage in March 1983, which was repaired by the County Public Works Department due to the right of way responsibility.

B. Port San Luis Planning Sub-Area Descriptions

The following descriptions provide contextual information of the seven Port Planning Sub-Areas from “Today” to “Tomorrow,” including physical descriptions of the natural and built settings, common uses, associated features, and the future vision. Each Sub-Area description is accompanied by an Existing Conditions Plan to illustrate the current composition and distribution of uses. Conceptual diagrams of the future distribution of uses and proposed improvements for each Planning Sub-Area accompany the Improvement Program in Chapter 4.



Achieving the visions outlined in this chapter is dependent upon the economic feasibility of the improvement projects recommended for each sub-area, as well as the overall financial sustainability of Port operations and capital improvements.

The organization of Sub-area descriptions is according to the land use categories designated by the County's LCP. Two land use categories affect the land and water areas administered by the Harbor District: Public Facilities and Recreation. The Public Facilities category applies to the Open Water,* Harford Pier, Harford Landing, Beach and Bluffs, Harbor Terrace, and the Lighthouse. The Recreation category only applies to Avila Beach, Pier, and Parking Lot.

PUBLIC FACILITIES: The following descriptions are for properties in the Public Facilities land use category of the County of San Luis Obispo's San Luis Bay Planning Area (LCP).

1. Open Water*

Today...

The Harbor District manages open water areas that are within the District's ownership including virtually all of the waters of San Luis Obispo Bay between Point San Luis and the Sunset Palisades area of Pismo Beach. The Open Water sub-area focuses primarily on the immediate inner harbor, consisting of 520 acres of sandy-bottomed open bay, including areas under Harford Pier, Avila Pier, and the Cal Poly Marine Education and Research Pier (formerly UNOCAL Pier).

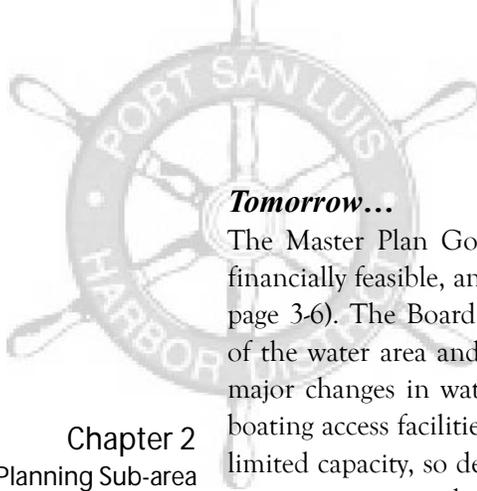
The primary active use of this area is for navigation and mooring of commercial and recreational vessels. The Open Water also serves a variety of water-oriented recreational uses related to Olde Port Beach, Avila Beach, Pirate's Cove, and numerous sheltered inlets below the Sunset Palisades area of Pismo Beach. Marine biological resources in the Bay support numerous activities at Port San Luis including recreational fishing, which includes fishing from piers, small boats, and charter fishing boats, commercial fishing, sightseeing, whale watching, scuba diving, and bird watching, among others.



Cal Poly Pier sits in the Open Water planning sub-area.

Currently, there are approximately 280 moorings in use in the main harbor, divided among recreational power and sailing vessels, commercial fishing, guest boats, and about a dozen recreational moorings are on the west side of Avila Pier. A floating pen /aquaculture facility is located in the Open Water as well. The sub-area also encompasses a 2,400-foot rubble mound breakwater and several islands, most notably Whalers Island, which is incorporated into the breakwater, and Smith Island, which lies a few hundred feet north. The US Army Corps of Engineers owns and controls the breakwater. (Figure 4, Open Water Area Plan)

* Technically, the Open Water Area is not designated under the Public Facilities use category per se, because it is not governed by the County of San Luis Obispo. For simplification, this Master Plan includes Open Water-related discussions, policies, and improvements organized under this designation. Although the Open Water Planning Sub-Area only comprises 520 acres, the Harbor District manages water areas out to sea three miles.



Tomorrow...

The Master Plan Goal for the Open Water Sub-Area is “A water area that is manageable, financially feasible, and with limited user conflicts, which provides adequate public access” (see page 3-6). The Board of Harbor Commissioners establishes policy regarding the organization of the water area and the allocation of uses therein. The Harbor District does not anticipate major changes in water area use distribution, but this Master Plan recommends adding new boating access facilities adjacent to piers in the water area. The sheltered area of the harbor has limited capacity, so depending on market demands for water area uses, adding new facilities to water area may preclude space for other uses. Allocating water space requires balancing demand simultaneous with avoiding conflicts among uses. No Open Water Area physical improvements are proposed.

2. Harford Pier

Today...

Harford Pier is the visual focal point and activity center of Port San Luis Harbor (Figure 5). The pier serves both commercial and recreational fishing functions and provides harbor users and visitors with direct water access to boats, fishing opportunities, restaurants, retail fish sales, and scenic vistas. Visitors consistently remark on how much they enjoy the character of the working pier and harbor.

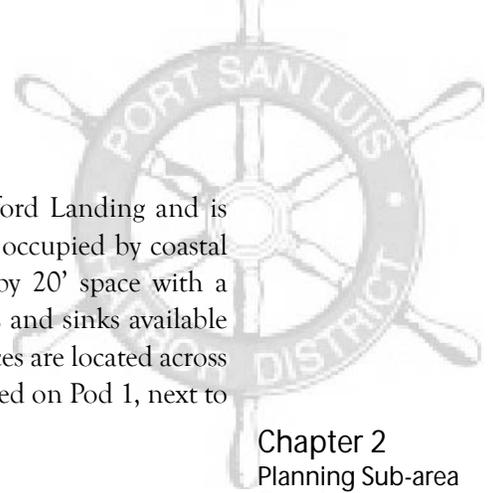
In 1992, the California State Historic Preservation Office designated Harford Pier a national historic structure, which requires the Harbor District to preserve and rehabilitate the pier. Due to its age, type of construction, and heavy use, the pier demands continual structural maintenance and repairs for such pier components as decking, the road area, utilities, and boating access facilities.

The pier is a primary access point to boats in the mooring area and the anchorage. The chief means of access to vessels on moorings from the pier is via personal skiffs. There are presently skiff racks and moorings (tie-ups) for 67 skiffs at Harford Pier. The pier has four public hoists and four private hoists dispersed down the length of it. Public landings exist in three locations: two fixed, and one floating. Adjacent to Harford Pier is a floating work dock.

Most of the pier is developed, but there is modest potential to expand some uses and redevelop others, particularly at Pod 1 and the west side of the pier terminus. A minimum 10-foot setback around the pier’s perimeter and buildings provides an emergency escape route for pedestrians and also serves as pier-fishing space. Outside the western pier railing along the pier stem, many of the old 12” x 12” wood caps extend up to 20 feet-over the water on the west side of Harford Pier to the edge of the historical footprint.

Pier Stem

The pier is open for vehicular traffic and limited parking is available. Many visitors use the walkway along the length of the eastern edge of the pier to reach the pier terminus. Walking along this path is difficult for some due to the uneven surface of the walkway and often pedestrians walk along the pier roadway to take advantage of its even surface.



Located on the east side of the pier, Pod 1 sits about 250 feet from Harford Landing and is the first visual impression visitors have of Harford Pier. Pod 1 is currently occupied by coastal dependent and visitor serving uses. A sport-fishing lease occupies a 20' by 20' space with a landing and hoist reserved exclusively for this company. The cleaning racks and sinks available near the foot of the pier also enhance sport-fishing activities. Six parking spaces are located across from Pod 1. An outside fish buying and retail sale licensed space is also located on Pod 1, next to the sport fishing lease.

Chapter 2
Planning Sub-area
Descriptions
Today & Tomorrow

Terminus

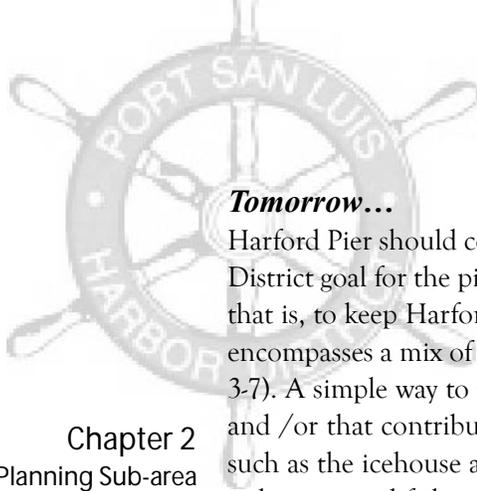
The dominant structure on the pier is the old Pacific Coast Railway warehouse building at the pier terminus. A number of uses and activities take place in this area:

- Commercial fish unloading
- Marine education
- Icehouse
- Public fishing
- Open pier and viewing space
- Harbor Patrol Offices
- Skiff storage & launching
- Parking
- Sewer / bilge pumpout facility
- Seafood processing & retail fish sales
- Patrol Boat tie-ups
- NOAA tide station
- Diesel Fuel dock
- National Weather Service weather station
- Cold storage facilities
- Boat fueling facilities
- Two restaurants
- Public Restrooms



Aerial image of Harford Pier and surrounding water area.

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www.californiacoastline.org



Tomorrow...

Harford Pier should continue to be the visual and activity focal point of the Harbor. The Harbor District goal for the pier is to uphold the pier's time-honored character and traditional activities, that is, to keep Harford Pier "An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses" (see page 3-7). A simple way to support this objective is to limit new uses to those that are water-oriented and /or that contribute to recreational and commercial boating and fishing. For example, uses such as the icehouse and the fish markets, and boating access facilities not only provide services to boating and fishing but also contribute to the maritime environment that has been a part of the character of the Port for generations. Additionally, locating new structures and activities to avoid conflicts with boating and fishing on the pier and in the water area ensures other uses do not interfere with their needs. (See Figure 12, Harford Pier Conceptual Improvement Plan, in Chapter 4)

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Since the pier provides public waterfront access, new structures should be situated away from pedestrian walkways and stay clear of the emergency pedestrian setback. It is also important that new and redeveloped structures facilitate maintenance access to the pier structure and abide by the Design Guidelines for the Pier (see Chapter 4 and Appendix F).

Pier Stem

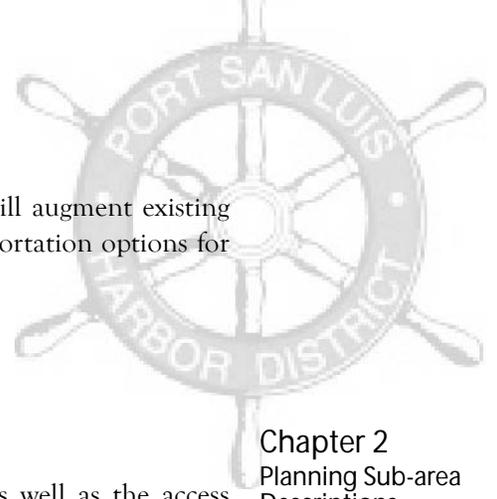
The District can improve recreational boating facilities through increasing skiff storage at the pier, preferably near existing access facilities (e.g., ladders, hoists, and landings), and accommodating visiting boaters with another fixed landing along the pier stem. To improve pedestrian accessibility, the deck area along the western edge of the pier stem will be extended to both enlarge the pier drive and create room for another pedestrian accessway. In addition, the pier drive and eastern walkway should continue to be repaired. These enhancements could integrate fire improvements at the same time by installing fire grates and meeting fire standards for road width.

Visiting boaters will have more options to visit the Port through the addition of a new fixed landing to the Pier, located between Pod 1 and the Pier terminus. This facility will accommodate transient boaters who wish to do business with one of the restaurants, marine supply, or other Port enterprises.

Pod 1 will be redeveloped and expanded to improve the appearance and utility of the existing lease space. Buildings should be visually linked to the pier and each other with compatible architecture. The addition of a new public restroom to this facility, as well as interpretive exhibits along the walkway, promotes the public use at this part of the pier.

Terminus

To supplement employee and visitor transportation and parking options, bicycle racks will be added to the parking area at the pier terminus. Under the warehouse canopy, two lease spaces may accommodate new coastal dependent or coastal related uses. There is vacant space under the canopy outside of the required setbacks that could be used as lease space or skiff storage. If and when the Harbor Patrol vacates their space, additional lease space will open at that location. Several interpretive exhibits and benches, judiciously placed along the pier edge at the terminus,



enhance the value of the pier's open space. The addition of skiff racks will augment existing boating access facilities (hoists, racks, and ladders), expanding water transportation options for mooring lessees.

3. Harford Landing

Today...

In 1963, the Harbor District acquired the land abutting Harford Pier as well as the access road to the pier, which extends from the end of the County right-of-way into the parking area. With assistance from the California Department of Navigation and Ocean Development (now Department of Boating and Waterways) and the Wildlife Conservation Board, the 8.7-acre Harford Landing Area was created from landfill in 1967 at the foot of the Harford Pier to serve as parking and boat haul-out and repair area.

Harford Landing (Figure 6) comprises uses that are physically and financially supportive of uses and functions on and around Harford Pier and the harbor. The predominant use of the landfill area is a paved parking lot striped for passenger cars and trailered boats. About 248 automobile spaces are available, of which about 35 spaces are 40' or longer to accommodate boat trailers. At the entrance to Harford Landing are the Fisherman's Memorial linear park, a boat wash down facility, and the East Parking Lot. At the foot of the hillside are a restaurant and an area that is often used for storage and staging. A boat repair yard is located against the bluffs immediately behind the District office and includes a 40,975 square foot public boatyard area with a water quality controlled drainage and filtration system.

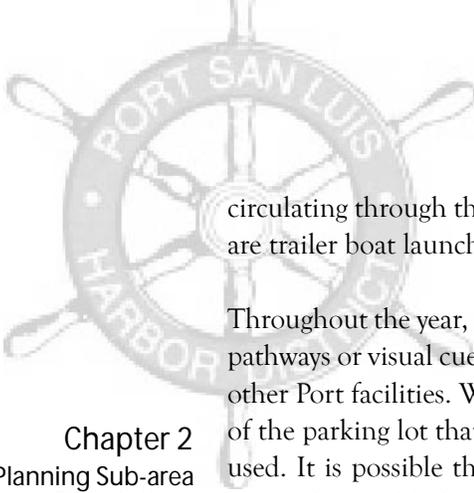


The Port San Luis Boatyard and parking lot sit at the south end of Harford Landing.

Adjacent to the boatyard is a 5,540 square foot maintenance complex that includes area for Harbor District vessels, equipment, and maintenance buildings with public restrooms and showers. In front of the boatyard is the District office (Administration Building) and public restrooms. Along the water at the north (down-coast) end of Harford Landing is a bait-and-tackle store, marine supply, two fishing platforms, and trailer boat launching facility in a semi-protected boat basin. A 50-ton mobile boat hoist concrete pier sits at the water's edge, slightly inside the parking area.

Parking and vehicle circulation through this lot fluctuates and is largely dependent on the weather. During the winter months and on weekends with cold or foggy weather, parking and circulation generally are not difficult, although frequently winter storm waves overwash the rocky edge and deposit debris, forcing the closure of parking areas close to the water's edge because of safety hazards and maintenance needs.

Weekend traffic and parking demands are at their peak during warm summer months with recreational fishermen, tourists, beach visitors, and employees and patrons of the local restaurants



circulating through the lot and competing for parking spaces. Often compounding this situation are trailer boat launch users.

Throughout the year, pedestrian circulation occurs randomly at Harford Landing with no formal pathways or visual cues to orient visitors to destinations like the pier, viewing areas, restrooms, or other Port facilities. While there are paved or compact-dirt paths all along the coastal rocky edge of the parking lot that provide almost continuous shoreline access, the paths are not commonly used. It is possible that they are underused because visitors do not know they exist; the paths barely discernible beyond the line of parked vehicles. The path has no seating areas and is interrupted by the trailer boat launch, mobile boat launch, and Harford Pier.

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Tomorrow...

Harford Landing will continue to be physically and financially supportive of established uses and activities at the harbor, particularly those that meet the needs of boating and fishing, public access, and waterfront visitors. (See Figure 13, Harford Landing Conceptual Improvement Plan, in Chapter 4)



The waterfront path and mobile boat hoist .

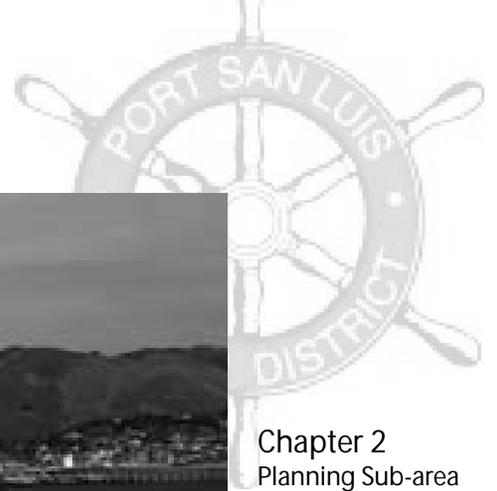
Preliminary designs show that reconfiguration of the lot could increase the number of parking spaces for autos and trailers, and may have the added benefit of improved circulation especially for vehicles pulling boat trailers in and out of the sport launch. With the relocation of the boatyard the East Parking Lot could augment boat trailer parking; this space may also be used as a flexible area for RV parking. The creation and implementation of a parking management plan including strategies such as seasonal parking meters, using remote parking lots for employee and fishermen’s long-term parking needs, would alleviate parking congestion during peak periods.



A Port patron promotes a local catch.

A continuous pedestrian path along the water’s edge will create a waterfront route with minimal interruptions. Interpretive displays placed at strategic intervals can provide educational information about San Luis Obispo Bay and the coastal terrace environment. The pathway should incorporate a low wall to separate walkers from the parked cars and allow comfortable sitting and viewing over the water, as well as prevent significant overwash into the lot.

Additional lease space may be available at the Administration Building and at the former Maintenance Shop Complex to support additional marine-related and visitor serving uses. Scuba divers will be able to launch into the bay on the west side of Harford Pier via a new launching platform.



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4. Beach and Bluffs

Today...

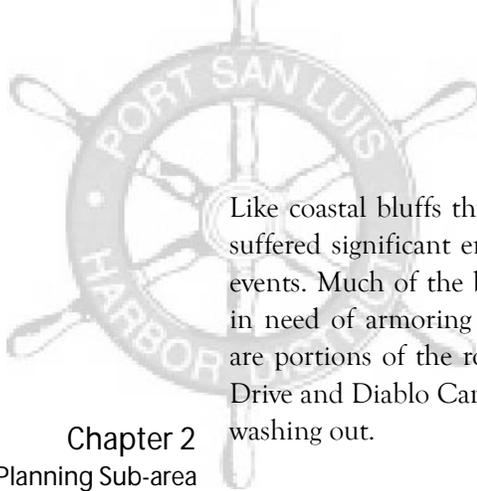
The Beach and Bluff Area includes the shoreline adjacent to Avila Beach Drive between the bridge at San Luis Obispo Creek and Harford Pier as indicated in Figure 3, Planning Sub-Areas and Figure 7, Beach and Bluff Existing Conditions. The Sub-area consists of the bluffs, hillsides, and the beach areas lying between the bridge and Harford Landing. Although not under the control of the Harbor District, Avila Beach Drive is considered part of the Sub-area. The County controls this one-mile stretch of roadway until approximately Diablo Canyon Road, after which it becomes District property. The roadway is the only access route to Port San Luis as well as the primary route for Diablo Canyon Nuclear Power Plant.

The primary uses of the Beach and Bluff Sub-Area include entry to the Port and beaches for day use. Sightseeing from the roadway or bluff overlooks is also a popular activity. The road is virtually the only significant reach of low to moderate-speed public road in this part of the County that offers unobstructed views of the ocean to the motorist at close range.

Between the bridge and Harford Landing motorists, pedestrians, and bicyclists share the roadway, which may be potentially unsafe. Most times of the year, the safety of non-motorized users is not a significant problem, but the experience of these users would be improved with dedicated travel areas. Currently, there are no safety improvements such as signs, crosswalks, or bike lanes along the right of way to provide safe passage for non-motorized travelers.

Nobi Point & Woodyard

Nobi Point and Woodyard are unimproved scenic overlooks with panoramic ocean views on the southeast side of Avila Beach Drive across from Harbor Terrace. The overlook areas on the bluffs offer excellent occasions to provide the public with a recreation area where they can appreciate uninterrupted scenic vistas of marine life, the rural waterfront landscape, and working harbor. Many visitors already use the bluffs for these purposes without additional improvements; however, oftentimes views at the overlooks are not available to public viewing because of RV parking and camping.



Like coastal bluffs throughout California, the waterfront bluffs along Avila Beach Drive have suffered significant erosion over the years because of persistent wave action and severe storm events. Much of the bluffs at Port San Luis are approximately 15 to 20 feet in height and are in need of armoring against further erosive wave action by riprap revetment, although there are portions of the road with shoreline protective devices. At the intersection of Avila Beach Drive and Diablo Canyon Road, there has been extensive erosion and the road is in jeopardy of washing out.

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Olde Port Beach and Fisherman's Beach

The two beaches that sit below the bluffs have adequate accessways from the road to the shoreline including a boat launch ramp, stairways, a handicap ramp, and two minor bluff trails. These beaches are not as heavily used as at Avila, but usage has grown considerably in recent years. Much of the increase relates to the presence of the small boat launch ramp. Olde Port Beach is one of the primary small-boat beach launches for kayaks, windboards, jet skis, and small sailing craft. Sunbathing, swimming, evening campfires, and picnicking are also some of the beach's representative activities. These beaches also make up one of the few County waterfront areas that allow pet-owners to play with their dogs.

The overlook areas on the bluffs offer excellent occasions to provide the public with a recreation area where they can appreciate uninterrupted scenic vistas of marine life, the rural waterfront landscape, and the working harbor.

Most times of the year, visitors park their vehicles on the beach side of the road, but during the summer they park on both sides. There are several public access points from the bluff area to Olde Port and Fisherman's beaches. Two stairways from Avila Beach Drive, the handicap ramp, launch ramp, and two trails link the beach to the roadway. Additional visitor facilities consist of a restroom facility and seasonal lifeguard station.

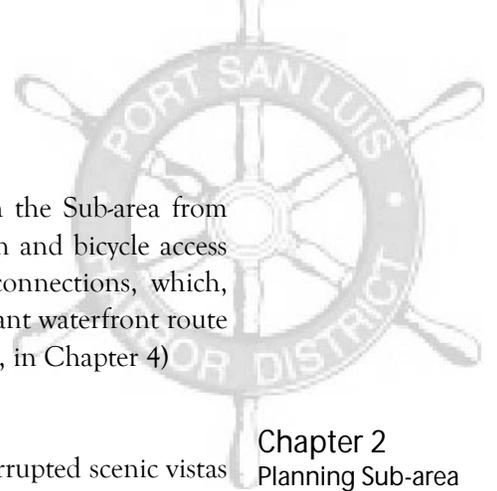
Cal Poly Marine Education and Research Pier

The Cal Poly Marine Education and Research Pier (formerly Unocal Pier) is located between Olde Port Beach and San Luis Obispo Creek. The University uses the 3,000-foot long pier for educational purposes and marine research. It is the only undergraduate facility of its kind between Monterey and Santa Barbara. Historically, Union Oil Company used the pier for transfer of oil to tankers and for receiving petroleum products for distribution to local markets. In 1983, the pier was completely destroyed in a storm. In 1985, it was replaced by a concrete and steel pier in the same footprint as the original pier. UNOCAL donated the Pier to the University in 2001. The same year, Port San Luis Harbor District entered into a forty-nine year ground lease with Cal Poly for the marine research and education facility.

Tomorrow...

The Beach and Bluff Area will remain relatively undeveloped, largely as it has always been: a scenic link between Avila Beach and the heart of Port San Luis. This rural waterfront strip, cradled between hillside bluffs and the sandy beaches, connects harbor users and visitors to Port facilities with minimal visual intrusions and an assortment of waterfront access points.

This sub-area is well situated to create strategic linkages among port properties and facilitate safe and adequate connections to the beach. As the California Coastal Trail becomes more popular, hikers and bicyclists will travel through the Beach and Bluff Area more frequently to reach the Pecho Coast Trailhead (docent-led only) and sandy beaches. Continuous pedestrian and bicycle



pathways planned, built, and maintained by the County traverse through the Sub-area from Avila Beach to Harford Landing along the County right of way. Pedestrian and bicycle access connections from Harford Landing connect seamlessly to the County connections, which, together with new crosswalks, work to provide a safe, convenient, and pleasant waterfront route for all users. (See Figure 14, Beach and Bluff Conceptual Improvement Plan, in Chapter 4)

Nobi Point and Woodyard

Both bluff overlook areas offer excellent opportunities to appreciate uninterrupted scenic vistas of marine life, the rural waterfront landscape, and harbor. Nobi Point, the eastern overlook, will be an auto-oriented scenic overlook with amenities geared toward motor vehicle visitors. Although this area should be primarily dedicated to oceanfront viewing, it may conceivably be used to augment Lighthouse parking and staging needs. Woodyard, the western overlook, will be a pedestrian and bike-oriented waterfront destination and will serve as a gateway between upland properties at Harbor Terrace and the sandy beaches. The overlook should be developed as a mini-park with some complementary amenities including benches, picnic tables, and interpretive exhibits. Both areas may occasionally be used for special events such as art shows, marine environmental exhibitions, etc.

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Olde Port Beach and Fisherman's Beaches

The two sandy beaches are comfortable settings for waterfront leisure activities. The beach continues to be a popular small boat launching spot and is appreciated by many for the relatively uncrowded conditions. Both beaches are easily accessible by several different approaches. In addition to the small boat ramp there are stairways, a handicap ramp, and informal paths down the length of the bluffs to serve beach visitors. As usage increases and /or as visitor uses are developed on Harbor Terrace, new stairways will provide additional beach accessways from the bluff tops.

Cal Poly Pier

The Cal Poly Pier will continue to function as a University marine research and education facility. While the public will have some opportunities to visit the facility, the times and conditions of public access are subject to an arrangement between Cal Poly and the Coastal Commission.



A lone fisherman enjoys the solitude of the rocky shoreline by Cal Poly Pier.



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5. Harbor Terrace

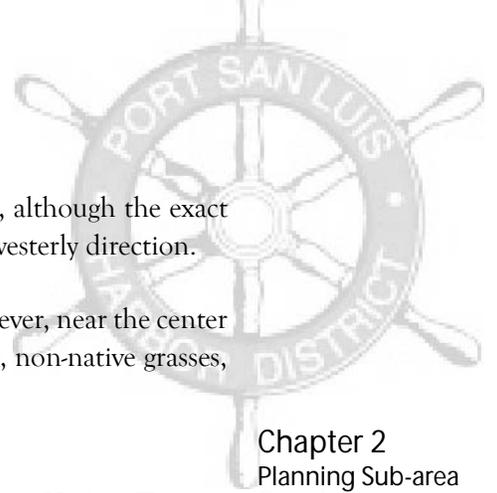
Today...

Harbor Terrace is a coastal hillside property facing San Luis Bay and the Pacific Ocean, north and east of the intersection of Avila Beach Drive and Diablo Canyon Road. The site is surrounded on three sides by privately held vacant undeveloped land and provides a visual backdrop for views from San Luis Bay, Harford Pier, vantage points at Avila Beach, and the Pacific Ocean.

The site and surrounding areas comprise lands once owned by the Marre family. Originally, Harbor Terrace consisted of rolling hills that sloped in a southerly direction. Union Oil Company graded the site in the 1930's for storage of crude oil in aboveground oil storage tanks. In 1973, the site was graded for the proposed Port San Luis Marina Village, a project that was never completed. The Harbor District purchased twenty-three acres of the site with funding from the State Department of Boating and Waterways in 1976 to develop uses that could generate additional revenues for the District and provide needed site area for harbor facilities. In 1980, six acres were added through a long-term lease agreement. The Harbor District has investigated numerous ideas for the development of the property but none have been achieved. The chief constraints of previous proposals were poor financial return, opposition from the community, and plans for too intensive development under the then-existing land use plans. After acquiring additional leases, the site is now approximately 30-acres.

Harbor Terrace provides area for storage of Harbor District materials, trailer storage, boat storage, and boaters' gear storage. Another prominent feature on the site is the 100,000-gallon water tank located at the northern boundary of the site, which provides for the Harbor District's water storage (Figure 8). The Port San Luis Trailer Park property occupies approximately three acres off Babe Lane, a narrow paved road that winds up the eastern part of the site.

A series of relatively level benches and roadways ascend the hillside. Due to past grading work, slopes between the terraces are very steep in some areas and minor slope failures are visible in several locations. Slope stability is tenuous, with five landslides identified onsite. In addition,



there are numerous slumps and smaller slides throughout the property and, although the exact location is unknown, the San Luis Bay fault crosses the property in a northwesterly direction.

Vegetation on Harbor Terrace is sparse, largely due to previous grading. However, near the center of the site is a grove of eucalyptus trees, and in areas not exposed to grading, non-native grasses, coastal sage scrub and oak woodlands have also been established.

Tomorrow...

The Port is uniquely situated to create a legacy coastal development project at Harbor Terrace. The vision for this site is to facilitate development of complementary harbor uses in a way that highlights the natural beauty of the setting with the maritime charm of the Port and environmental sensitivity. The site has abundant development potential, with panoramic views of the ocean and coastal hillsides and a location within walking distance of dozens of recreational activities. The Port should acquire available surrounding parcels to take advantage of opportunities to enhance the site's natural assets and location. This project will serve the needs of current and future coastal dependent users and enhance public enjoyment of the harbor. (See Figure 15, Harbor Terrace Conceptual Improvement Plan, in Chapter 4.)

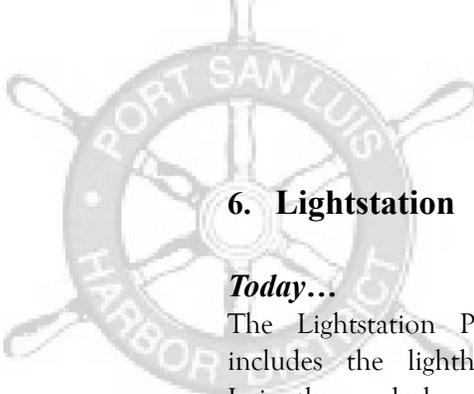
Harbor Terrace should provide overnight accommodations that emphasize its special setting and coastal environment and should help to meet the unmet need for visitor facilities in this area. Harbor Terrace should be available to visitors of a wide range of incomes. Development should include a creative mix of camping options such as tent, bike, and RV camping, along with cabins or bungalows. Other related facilities such as a park or open space area and mixed-use commissary that includes a general store and restaurant should be provided on the site to serve visitors. Harbor Terrace should also accommodate overflow parking and Lighthouse parking needs.

Special treatment may be necessary to address visual, geologic, and other site constraints. One desirable approach is the integration of environmentally friendly or innovative site treatment which can be used to accent innovative design solutions and, if emphasized in interpretive exhibits and demonstration sites, could add to the project's distinction and appeal.

The site should assemble uses that increase visitor-serving opportunities together with complementary harbor facilities. Harbor uses such as the administrative operations, boat and gear storage, and parking should be thoughtfully integrated to create a compatible relationship between uses, views, and environmental conditions of the site. Additionally, it is important that the design of Harbor Terrace functionally integrate onsite uses with those in other areas of the harbor to promote balanced distribution of resources and facilities. Coordination of uses will help to create a distinctive and harmonious waterfront project for generations.

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The vision for Harbor Terrace is to facilitate development of complementary harbor uses in a way that highlights the natural beauty of the setting with the maritime charm of the Port and environmental sensitivity.

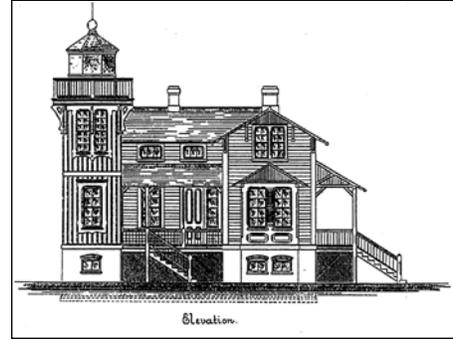


6. Lightstation

Today...

The Lightstation Planning Sub-Area (Figure 9) includes the lighthouse facilities at Point San Luis, the sandy beach area on the east side of the breakwater, and the rocky inter-tidal areas between the Lighthouse and Harford Pier. The Coast Guard lighthouse facility at Point San Luis was constructed in 1890 as one of seven lighthouses built in California

in the same architectural style. Today, there are only two remaining Victorian Lighthouses on the West Coast: Port San Luis and East Brother in San Pablo Bay.



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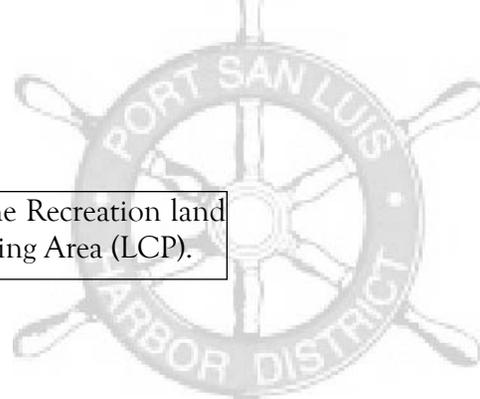
The lighthouse site consists of the lighthouse building, whistle house, coal house, oil house, two duplexes, two large underground cisterns, and various outbuildings, most of which date from the formative period (1888-1890). In 1974, the Coast Guard automated the lightstation and in 1992 the Port acquired the 30-acre site from the Federal Government with the condition to restore and open the station to the public. In 1995, the Point San Luis Lighthouse Keepers non-profit corporation formed to take on responsibility for restoration and operation of the lighthouse. A Memorandum of Agreement between the Harbor District and the Lighthouse Keepers imparts the group with funding responsibility for the property.

Tomorrow...

In 2000, the Lighthouse Keepers unveiled their Historic Structures Report and Treatment Plan for the restoration, operation, and maintenance of the Station. The goal is to return the complex to an authentic appearance and condition to enhance the educational and recreational values of the historic facility. Numerous projects are currently underway including restoration of the buildings and landscaping, improvements to the utility systems, access routes, and the surrounding grounds. Interpretive displays, picnic areas, meeting rooms, and restrooms will also be integrated. The Lighthouse Driveway, which is controlled by the local utility company and originates at the Diablo Canyon power plant access road, should be improved to provide limited vehicle access to the Lighthouse. In addition, access to the Lighthouse site may be improved by replacing the historic pier at its former location near Lighthouse Beach. Waterborne access may not only enhance visitor's experiences of the Lightstation but may also be more cost effective. (See Figure 16, Lighthouse Conceptual Improvement Plan in Chapter 4, and the Point San Luis Treatment Plan published under separate cover.)

Point San Luis
Lighthouse (2002)





RECREATION The following descriptions are for properties in the Recreation land use category of the County of San Luis Obispo's San Luis Bay Planning Area (LCP).

7. Avila Beach, Pier and Parking Lot

Today...

Avila Beach has traditionally been closely linked with Port San Luis. The first residents of Avila Beach were a rather large community of Chumash Indians whose villages at this site are believed to have been the center of the Northern Chumash tribe, with boundaries extending from Point Sal to San Carpoforo Creek. Excavations under the present site of the San Luis Bay Inn revealed occupation by these early Americans dating back over 5,000 years.

The modern history of Avila Beach could be said to have begun with construction of People's Wharf in 1869, an 1,800-ft. pier, originally located about a city block south of the present Avila Pier. This pier included a narrow-gauge railroad from the end of the pier to a warehouse in Avila Beach. People's Wharf played an important role in the early commerce of San Luis Obispo County until its destruction in a major storm in January 1878.

The community of Avila Beach was founded in July, 1874 by sons of Don Miguel Avila, heirs to the original Rancho San Miguelito Mexican land grant which extended from San Luis Bay north to the present-day limits of San Luis Obispo. In 1984, the Harbor District assumed ownership from the State of California of Avila Beach, Avila Pier, and from the County of San Luis Obispo the public parking lot north of First Street and west of San Miguel Street. In the late 1990's, the beachfront commercial district was demolished to clean up oil contamination that had accumulated during a long history of oil industry activity. The entire cleaned up area is currently being rebuilt. The affected Port properties were rebuilt to include new accessways, lifeguard station, restrooms, base of Avila Pier, scenic overlooks, stepped seating, and all new sand for a clean beach. Additionally, the San Luis Yacht Club which dates back to 1937, was temporarily relocated and moved back onto a rebuilt section of the pier. The public parking lot was also rebuilt incorporating innovative clean drainage systems.

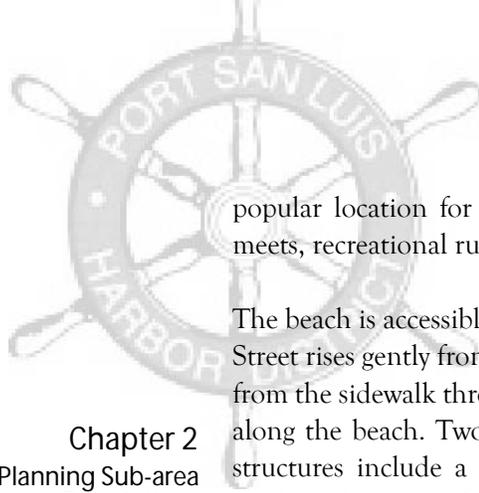
Avila Beach is one of the primary recreation and tourist destinations in San Luis Obispo County. The community of Avila Beach presently consists of about 400 permanent residents, but the population swells by an influx of up to 1 million annual visitors (Avila Beach Specific Plan, 2001). The primary route to the Avila Community is Avila Beach Drive, maintained and managed by the County of San Luis Obispo. Recent circulation studies indicate that this route will experience congested traffic conditions in the future and during peak tourist periods, typically summertime weekends (Avila Circulation Study, 2001).

Avila Beach

Avila Beach is approximately 14 acres and extends from the mouth of San Luis Obispo Creek on the west to Pirates Cove on the east. The beach here is widely known as the warmest and most wind-sheltered in the County. Typical activities on Avila Beach include sunbathing, sightseeing, picnicking, volleyball, swimming, surfing, kite-flying, and similar activities. Avila Beach is a

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Avila Beach is widely known as the warmest and most wind-sheltered beach in the County.



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popular location for local organizations to sponsor events including company picnics, swim meets, recreational runs, and beach volleyball tournaments.

The beach is accessible from virtually at grade with Front Street along its western end, but Front Street rises gently from west to east until it stands over 30 feet above the sand. Stairways descend from the sidewalk through a concrete sea wall along Front Street to the beach at eleven locations along the beach. Two universal access handicap ramps also descend to the beach. Permanent structures include a Harbor District Lifeguard office with adjoining restrooms on the pier, outdoor shower, and storage at the base of the pier, as well as the San Luis Yacht Club building on the pier. At the west end of the beach across from the park, a drainage outfall structure was designed to incorporate a handicap ramp, stairs, and outdoors showers . Port San Luis maintains playground equipment, barbecue grills, and picnic tables along the western section of the beach.

Avila Pier

San Luis Obispo County constructed the present-day Avila Pier in 1908, shortly after construction of the breakwater at Point San Luis. Originally, the pier contained a large warehouse and several hoists, and was an important fishing and passenger wharf. The pier suffered major storm damage in 1953, 1955, 1960, 1969, 1973, and again in March 1983, just before the transfer of ownership of Avila Beach and properties from the State and County to the Harbor District in 1984. The Harbor District rebuilt and renovated the pier, which is an important part of the landscape and environment of Avila Beach (See Figure 11).

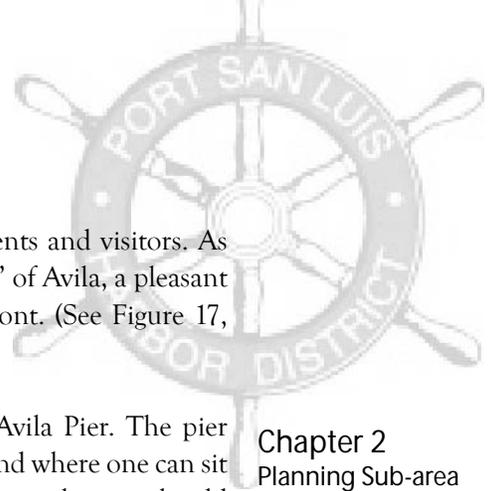


Residents and visitors continue to enjoy the pleasant waterfront at Avila Beach.

The pier is approximately 1,635 feet in length, and is about 30' wide at the base, 20' wide along the stem, and 60' wide for the last 200'. Boating facilities include a hoist, and under the pier, skiff tie-ups and a public landing. Avila Pier is a public fishing pier and, along the length of the pier on three sides, incorporates 10-foot setbacks to any structures. The primary uses of the pier are public fishing, sightseeing, and boat access. Structures on the pier include the historic yacht club at the base of the pier, as well as a public restroom, lifeguard station, bait and tackle shop, and fish cleaning station on the pier's terminus. In tourist season, vendors sell food and drinks from mobile carts.

Avila Parking Lot

The Avila Beach Parking Lot (See Figure 10) sits one block from the beach. It is roughly triangular and was redesigned and rebuilt by Unocal during the Avila Beach restoration to provide 353 parking spaces. According to a deed restriction with the County, the Port must provide at least 300 public parking spaces in this lot to serve beach and pier users. The County owns a right of way through the center of the lot. During peak summer months the lot is heavily used by beach goers and patrons of nearby shops and businesses.



Tomorrow...

Avila will continue to be a popular recreational destination for local residents and visitors. As the community rebuilds, the beach area will continue to be the “front porch” of Avila, a pleasant place to take a break, visit with friends, and take advantage of the waterfront. (See Figure 17, Avila Pier Conceptual Improvement Plan in Chapter 4.)

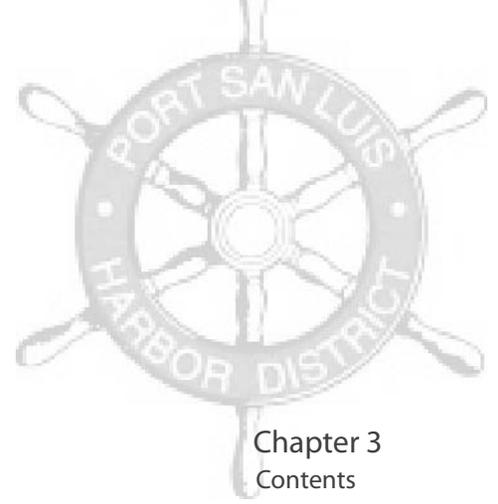
Local residents and visitors will continue to enjoy the setting offered by Avila Pier. The pier terminus is an open space destination where offshore views are uncluttered and where one can sit and observe the water, marine life, and offshore activities. New development on the pier should be limited to the pier terminus. The Harbor District reserves new uses for coastal dependent, visitor serving, and recreational uses that complement pier activities. Employing a combination of open deck space and building mass and incorporating sensitive design and materials will reduce the visual intrusion that may be caused by new uses.

The Pier will offer increased recreational boating facilities at the terminus including a new landing, skiff racks, and skiff tie-ups. These improvements will enhance boating access at this end of the Bay and may stimulate new boating-oriented uses. The new landing will accommodate larger vessels to facilitate water-oriented visitor uses such as harbor excursions, water-borne access to the Lighthouse, or dinner cruises. The skiff facilities provide access to boats on moorings and in the anchorage for Avila residents, visitors, and yacht club members. Pier enhancements such as benches and picnic tables, and interpretive exhibits on the marine life of San Luis Obispo Bay, will create a comfortable and user-friendly pier environment.

The Avila Beach Parking Lot will continue to provide parking to support visitors to the Avila Beach and Pier, using parking lot revenues for beach maintenance and operations (See Figure 17, Avila Beach Parking Lot, in Chapter 4). Although it is not the preferred parking arrangement, the lot may serve as an off-season (winter) staging area for Lighthouse parking needs. Also during off-season periods, the Port may consider allowing the community to use the lot for Special Events. In the interest of completing the street frontage along First Street and increasing revenue generating opportunities, the Port may consider removing parking spaces in this part of the lot (consistent with its agreement with the County) for lease space. Per the Avila Specific Plan, the frontage along First Street would be well suited for development of vacation type units. The Port may consider using this space for development of commercial or visitor-serving transient units as a revenue generator to offset the costs of the beach and pier expenses.



Strolling along the wooden Avila Pier.

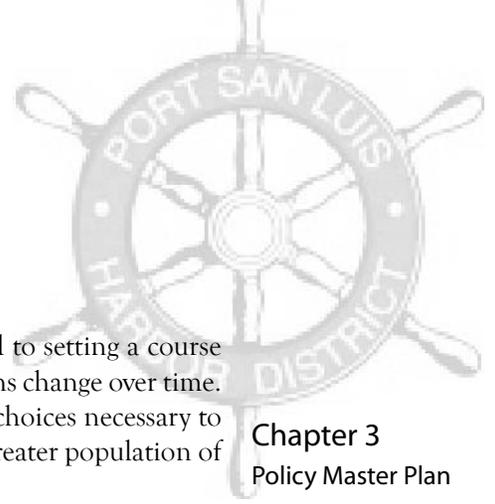


Chapter 3

Chapter 3
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Chapter 3 Policy Framework

A. Introduction

Establishing a policy framework—expressed as Goals and Policies—is essential to setting a course for the Harbor District and County to follow as the Port evolves and conditions change over time. Such a framework helps define the fundamental principles and basic policy choices necessary to guide the development of the Port for area residents, Harbor users, and the greater population of the people of the Central Coast and State of California.

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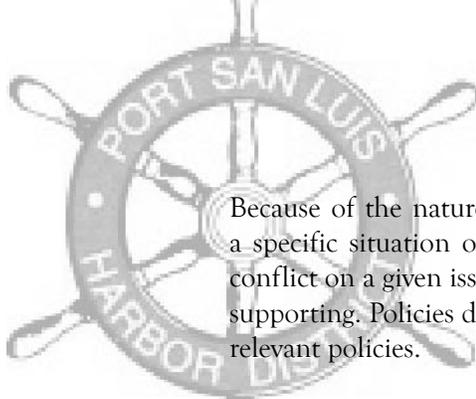
One of the most important policy choices is the determination of allowable uses and activities. It is a general policy of the Port San Luis Harbor District to stipulate the uses permitted in areas under its jurisdiction; therefore, each of the seven Planning Sub-Areas has a policy identifying the allowable uses for that area. Although specific uses are listed, the intent is to indicate compatible use groups. Specific uses not listed may be included in a use group if similar in character and compatible, as determined by the Harbor District. Uses intrinsic to the health, safety, and welfare of users in areas under Harbor District jurisdiction may not be listed herein but are assumed allowable due to their essential nature.

In order to ensure that the Port's improvements and uses fit into the overall planning objectives of the San Luis Bay Planning Area, the Port attempted to closely adhere to the County's land use designations and development standards in the San Luis Bay Planning Area and LCP. The LCP designates all coastal lands with Use Categories, which encompass an extensive list of possible uses for that area in a matrix known as "Table O"(partially replicated in Appendix G of this Plan). Two use categories apply to the Port: Public Facilities and Recreation. Public Facilities applies to areas including the Open Water, Harford Pier, Harford Landing, Beach and Bluffs, Harbor Terrace, and the Lighthouse. The Recreation category applies to Avila Beach, Avila Pier, and the Avila Parking Lot.

During the Master Planning process, the Board of Harbor Commissioners refined the allowable uses designated by the County to reflect a balanced distribution of activities for the entire bay, consistent with the Harbor District's needs and priorities for properties under its control and state mandates for the harbor. The list selected by the Harbor Commission formed the basis for the "Limitation on Use" policies indicated in each individual Planning Sub-Area.

The organization of Goals and Policies follows the County LCP format by organizing information according to whether the discussion affects area-wide land use ("Districtwide"), or areas designated as either Public Facilities or Recreation land uses. The first part presents information that affect District-wide facilities followed by individual Port planning sub-areas in the Public Facilities and Recreation land use categories.

- | | |
|--------|---|
| Goal | Goals are general direction-setters. They describe an ideal future end, condition, or state sought for the sub-area or issue. |
| Policy | A policy is a long-term advisory statement based on goals and used to guide decision-making. A policy indicates a commitment to a particular course of action. Policies of the Port Master Plan are equivalent to the term "Standards" as used in the County's San Luis Bay Planning Area Land Use Element. |



Because of the nature of policies, some may appear to conflict, particularly in the context of a specific situation or viewed from the different perspectives of persons whose interests may conflict on a given issue. Nevertheless, the policies presented herein are integrated and mutually supporting. Policies do not exist in isolation and must be viewed in the context of all potentially relevant policies.

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Implementation occurs primarily through three categories of activities that affect the physical development of the Harbor: Property Management, Capital Improvements, and Regulatory Actions (See discussion in Preface, page 0-5). Carrying out Master Plan policies may also occur through discharge of the recommended programs (non-mandatory actions) specified in the Implementation Plan (Chapter 4).

DISTRICTWIDE: The following goals and policies apply throughout the Port San Luis Harbor District and are not limited to a single land use category or planning sub-area.

B. PORT SAN LUIS Districtwide Goals and Policies

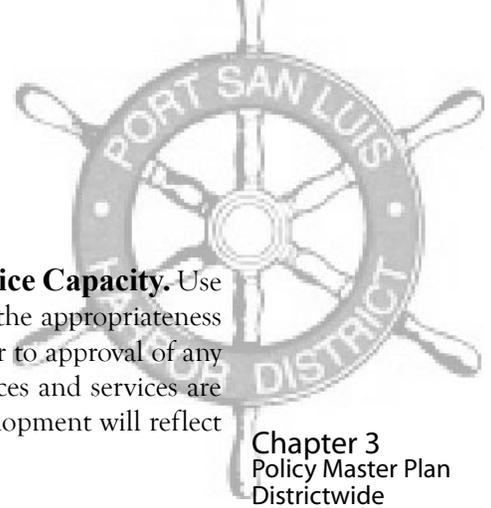
The following goals and policies apply only to lands owned or controlled by the Port San Luis Harbor District.

Goal:

A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.

Development Approvals

- 1. Permit Requirement.** All new development shall obtain Harbor District approval prior to seeking approval from the County of San Luis Obispo or the California Coastal Commission. New landside development, including alterations to Port facilities (other than those already approved by Coastal Commission permits or on-going maintenance) shall require a Minor Use Permit issued by the County of San Luis Obispo, unless Development Plan approval by the County is otherwise required by the Coastal Zone Land Use Ordinance (Title 23).
- 2. Coastal Development Permitting Authority.** Administer all Port land-based properties under the primary permitting jurisdiction of the County of San Luis Obispo. Permitting for tideland and water areas are administered by the California Coastal Commission.
- 3. Development Plan Approval.** The County of San Luis Obispo may grant Development Plan approval of land-based facilities under the jurisdiction of the Port San Luis Harbor District where consistent with the policies in this Master Plan and the Local Coastal Program and upon prior Harbor Commission approval.



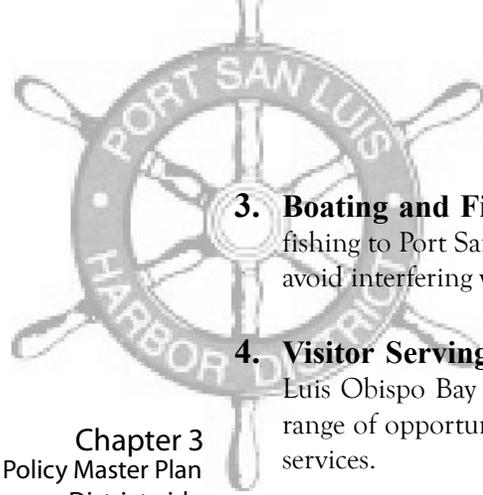
Priorities, Services, and Facilities

1. Priorities for Development of Facilities and Allocation of Service Capacity. Use priorities and policies of the California Coastal Act when determining the appropriateness of proposed uses and developments and allocating service capacity. Prior to approval of any use that is not coastal dependent, make a finding that adequate resources and services are reserved for coastal dependent uses proposed in this Master Plan. Development will reflect the priorities according to the following classifications:

- a. Coastal Dependent Uses.** The first priority is to meet the needs of uses that derive their viability directly from proximity to the ocean including boating and fishing, Harbor operations, aquaculture and mariculture, beach activities, fish off-loading, and oceanfront recreational uses.
- b. Coastal Related Uses.** The secondary priority is to accommodate uses that relate to but do not require the presence of water including trailer boat storage, equipment rental, and seafood processing, as well as uses that provide for the needs of waterfront visitors and workers, such as overnight accommodations, restaurants, and parking.
- c. Other Uses.** The third priority is to accommodate those uses that do not otherwise fit into coastal dependent or coastal related uses, including marine research and education, offices or general retail.

2. Service Capacity. Ensure proposed development of projects and related improvements are within the circulation and utility capacity available to the Harbor area or will be provided through a planned program of improvements. The following existing capacity limits are recognized for water and wastewater services, Avila Beach Drive road capacity, and parking:

- a. Water.** Do not exceed the existing 100 acre-feet per year (AFY) available to the Harbor District from its Lopez entitlement. The District shall not sell or otherwise dispose of this entitlement to any users except lessees, concessionaires, or other Harbor uses consistent with this Master Plan. A 5-acre-foot per year reserve is desired.
- b. Wastewater.** Do not exceed available capacity owned by the Harbor District in the Avila Beach Community Services District wastewater treatment plant and/or other such facility as may be constructed to expand wastewater treatment capacity. The District shall not sell or otherwise dispose of this entitlement to any users except lessees, concessionaires, or other Harbor uses consistent with this Master Plan.
- c. Road Capacity.** Reserve a portion of Avila Beach Drive road capacity to serve coastal dependent and coastal related uses at Port San Luis Harbor. Do not subject Avila Beach Drive to traffic levels exceeding the County road capacity standard for this area as established in the most current Avila Valley Circulation Study.
- d. Parking.** Maintain adequate parking to accommodate Harbor users and visitors. Require new uses to provide additional parking consistent with the County Land Use Ordinances.



- 3. Boating and Fishing Facilities.** Recognize and protect the importance of boating and fishing to Port San Luis by requiring other uses to incorporate site and design measures that avoid interfering with these priority uses.
- 4. Visitor Serving and Recreational Facilities.** Enhance public enjoyment of the San Luis Obispo Bay waterfront by protecting and where feasible and appropriate, providing a range of opportunities for coastal recreation and visitor serving facilities, including low-cost services.
- 5. Revenue-Balanced Activities.** Provide a balanced mix of revenue and non-revenue producing uses on Port properties to support the District's public functions and meet the needs of waterfront visitors.
- 6. Marine Science and Education.** Allow, subject to review, facilities for marine-related scientific research and education on property owned or managed by the Port so long as the Board of Commissioners find that such research and education facilities do not limit the availability of infrastructure capacity for coastal dependent and coastal related activities listed in this Master Plan.

Access

Goal:

Adequate access for all Harbor users and visitors.

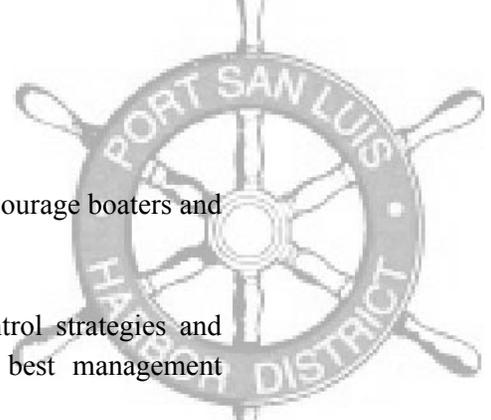
- 1. Access to Vessels and Water.** Maintain and enhance access to the water, boats, and boating facilities. Maintain the overall launching capability of the Harbor at levels in consideration of demand and safety, the availability of parking, economic circumstances, and dredging needs.
- 2. Shoreline Access.** Maintain public access to the beaches, oceans, and Port properties, and enhance where feasible and consistent with public safety.
- 3. Development Contributions to Enhanced Access.** Require new commercial developments or redevelopments to provide public access improvements and enhancements including related improvements such as interpretive exhibits, benches, and picnic tables.

Aquatic and Terrestrial Habitats

Goal:

Responsibly managed and protected resources in and surrounding San Luis Obispo Bay (State-granted Tidelands).

- 1. Marine Environments.** No actions taken by the Board of Commissioners or Harbor District will result in significant and unavoidable decreases in water quality of San Luis Obispo Bay, including sensitive habitats to San Luis Creek.



- 2. Clean Boating.** Work with other entities in efforts to educate and encourage boaters and boating facility operators to use best management practices.
- 3. Runoff Controls.** Require implementation of effective runoff control strategies and pollution prevention activities by incorporating the most current best management practices for all new development.
- 4. Native Vegetation.** Require landscaping plans to incorporate native plants and other coastal species appropriate to the site that reflect the Port's waterfront character.
- 5. Land-based Sensitive Resources.** Incorporate decisions and implementation measures that protect environmentally sensitive resources.

Visual and Scenic Resources

Goal:

A Landscape that reflects the context of its use and the natural setting with minimal impacts to scenic viewsheds.

- 1. Waterfront Character.** Protect scenic qualities including the time-honored character of Port San Luis and compatibility with surrounding uses and views.
- 2. Bluffs and Hillside.** Site and design new development on bluffs and scenic hillsides to protect scenic resources and reduce prominent visual impacts.
- 3. Historic Areas.** Adhere to adopted guidelines and legal provisions for renovation of Port properties with historic significance.
- 4. Long-term Design.** Incorporate visually pleasing design solutions that limit long-term maintenance requirements.

Archaeology

- 1. Cultural Resources.** Incorporate decisions and implementation measures that conserve cultural and historical resources in development of affected Port properties.

Hazards

- 1. Natural Hazards.** In areas subject to natural hazards, require new development to be located and designed to limit risks to human life and property to the greatest extent practicable.



C. Planning Sub-Area Goals and Policies

PUBLIC FACILITIES: The following goals and policies apply to areas within the Public Facilities land use category of the Port San Luis Harbor District.

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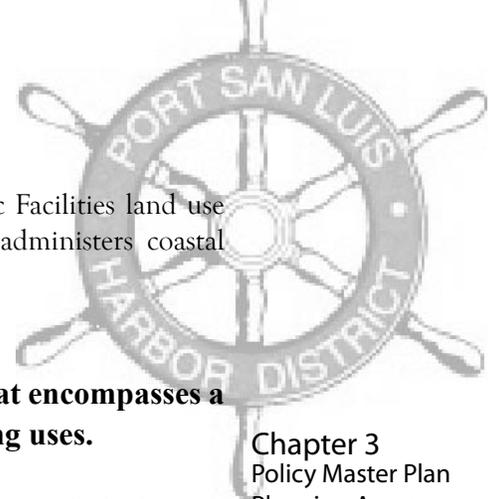
Open Water.* The following goal and policies apply only to the Public Facilities land use category of the Open Water Planning Sub-Area. The California Coastal Commission administers permits for the Open Water Area.

Goal:

A water area with a healthy marine environment that is manageable and financially feasible, with limited user conflicts and sufficient public access.

- 1. Water Space Distribution.** Divide water areas among moorings for commercial fishing, recreational power and sailing vessels, anchorages, navigation channels, open water areas, swimming areas, and other water uses according to the Board of Commissioners policy and changing market demands.
- 2. Other Vessels.** Allow mooring and anchoring of industrial, commercial, governmental, and marine research vessels subject to case-by-case District determination.
- 3. Breakwater.** Consider and evaluate complete proposals to expand the breakwater protection, including proposals for alternative breakwater systems, and develop a marina at Port San Luis.
- 4. Limitation on Use.** Maintain the Open Water Area for navigation purposes, fishing and boating, water sports, and biological resources such as aquaculture and mariculture. Also allow boat rental, boat storage and launching facilities, sightseeing facilities, marine research and education, marinas, public safety facilities, water taxi, fuel and ice sales, yachting and rowing clubs, and cruise ships.
- 5. Boat Launching Facilities.** Explore and implement methods to reduce dredging at launches.

* Technically, the Open Water Area is not designated under the Public Facilities use category per se, because the Coastal Commission governs it. For simplification, this Master Plan includes Open Water-related discussions, policies, and improvements organized under this designation. Although the Open Water Planning Sub-Area only comprises 520 acres, the Harbor District manages water areas out to sea for three miles.



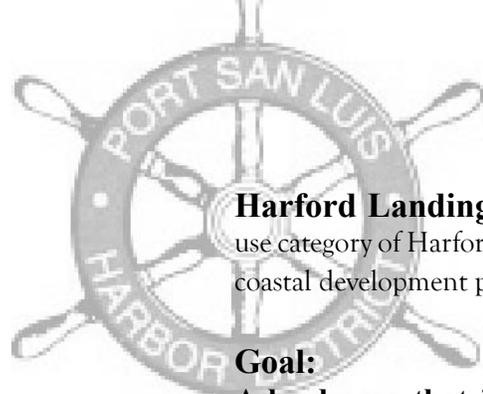
Harford Pier. The following goal and policies apply only to the Public Facilities land use category of Harford Pier Planning Sub-Area. The Coastal Commission administers coastal development permits for Harford Pier.

Goal:

An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.

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- 1. Historic Character.** Maintain and improve Harford Pier in accordance with the historic character and use of the facility as well as the adopted Harford Pier Design Guidelines.
- 2. Reserve Space.** Notwithstanding the replacement of existing coastal related and visitor-serving activities and uses, reserve remaining space on Harford Pier for coastal-dependent uses. Maintain a 30-foot open space setback at end of pier.
- 3. Limitation on Use.** Allow commercial and recreational fishing loading facilities, maritime access and landings, eating and drinking establishments, fisherman’s market and direct seafood sales (off of boats), wholesale and retail seafood sales, seafood loading, unloading and transportation, yachting and rowing clubs, boat fuel and lube oil dispensing, boat rental, skiff storage and launching facilities, sportfishing, sightseeing, ice making and sales, excursion boats, passenger transportation on water, mariculture and aquaculture support facilities, coastal accessways, educational and historic displays and exhibits, specialized marine-related programs, passive recreation, marine-related merchandise stores, Harbor Offices, public safety facilities, maritime emergency use, vehicle access, and limited parking.
- 4. Pier Expansion.** Expand the width of the Harford Pier stem to the extent of the historic pier footprint to support coastal dependent uses, increase water access, and improve fire ingress/egress.
- 5. Limited Parking.** Allow limited parking on Harford Pier consistent with the applicable fire authority requirements.
- 6. Rehabilitation.** Rehabilitate the entire pier from the stem to the terminus. Repair or replace pilings, substructure railings, fender systems, and infrastructure through a phased approach.



Harford Landing. The following goal and policies apply only to the Public Facilities land use category of Harford Landing Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for Harford Landing.

Goal:

A land area that is physically and financially supportive of coastal dependent, coastal related and visitor-serving functions that are on and around Harford Pier and the San Luis Obispo Bay waterfront.

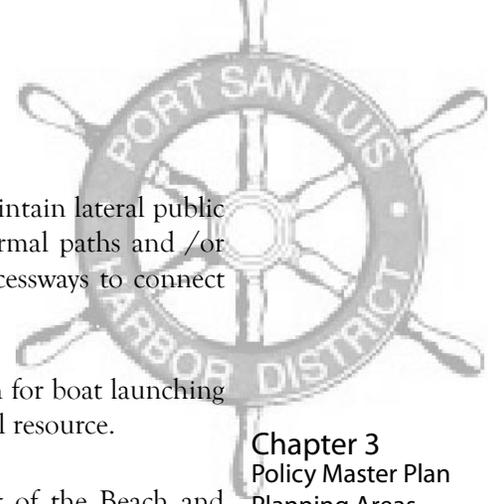
- 1. District Presence.** Maintain an official presence at Harford Landing; however, the Port may relocate the primary Harbor Offices and maintenance complex to another location on Port property.
- 2. Beneficial Use.** Provide efficient, safe, and convenient parking and circulation to benefit all users.
- 3. Limitation on Use.** Allow uses and developments on Harford Landing that are supportive of coastal dependent, coastal related, or visitor uses for Harford Pier and San Luis Obispo Bay waterfront. Permitted uses on Harford Landing shall include public parking, commercial and recreational fishing support facilities, support facilities, retail and wholesale seafood sales, boat repair, fuel storage and handling, eating and drinking establishments, yachting and rowing clubs, boat rental, boat storage and launching facilities, sportfishing, sightseeing facilities, boat engine repair and sales, marine supply, aquaculture and mariculture support facilities, overlooks, paths, trails, transit station (shuttle stop), visitor center, educational and historic displays and exhibits, passive recreation, food and beverage retail sales, marine related merchandise sales, outdoor seasonal sales and retail events, Harbor Offices, public safety facilities, accessory storage, temporary events, shoreline protection, restrooms, and showers. Allow RV camping until another suitable location is established on Port property.

Beach and Bluffs. The following goal and policies apply only to the Public Facilities land use category in the Beach and Bluff Areas. The Coastal Commission administers coastal development permits for the beaches up to the mean high tide line. The County of San Luis Obispo administers coastal development permits for areas landward of the mean high tide line in the Beach and Bluff Area, including the bluff overlooks and areas within the County right of way.

Goal:

The Beach and Bluff Areas provide adequate public access, open space, and complementary facilities, where appropriate.

- 1. Public Space.** Provide space for public viewing opportunities and single-car parking at the bluff overlooks, consistent with public safety needs including the stability of the bluffs.
- 2. Vertical Access.** Provide adequate, safe, and convenient public access to beaches.



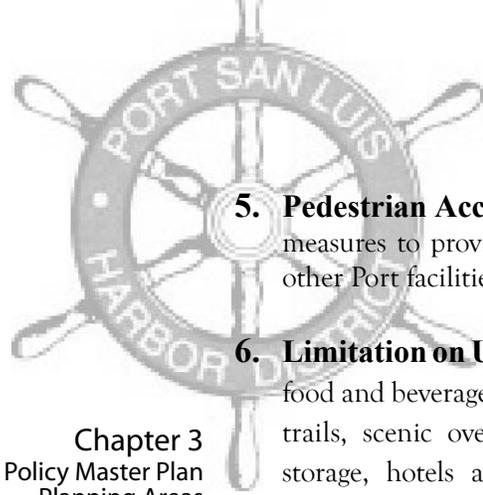
3. **Lateral Access.** The County of San Luis Obispo will provide and maintain lateral public access along the seaward side of Avila Beach Drive via informal or formal paths and /or sidewalks. The Harbor District will coordinate District maintained accessways to connect with them where possible.
4. **Small Craft Launch.** Allow public vehicle access to Olde Port Beach for boat launching purposes consistent with public safety needs while protecting the natural resource.
5. **Coordinate Development.** Coordinate planning and development of the Beach and Bluff areas with the development of visitor serving uses on Harbor Terrace.
6. **County Right-of-Way.** Prohibit relocation of Avila Beach Drive unless necessary for public safety purposes or to enable safe access to Harbor facilities.
7. **Limitation on Use.** Allow overlooks, paths, trails, parking, picnicking, restrooms, sightseeing facilities, interpretive displays and exhibits, passive recreation, commercial and recreational fishing, boat rental, small boat launching facilities, camping, trolley stop, visitor center, mobile retail vendors, outdoor events, public safety facilities, coastal related temporary events, beach nourishment, and shoreline protection. Allow RV camping at the Bluff area until another suitable location is established on Port property.

Harbor Terrace. The following goal and policies apply only to the Public Facilities land use category within the Harbor Terrace Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for Harbor Terrace.

Goal:

Harbor Terrace encompasses a mix of uses that enhances the public's enjoyment of the Port, serves the needs of harbor users, and may augment Port income.

1. **Development Intent.** Organize and develop Harbor Terrace to provide a range and mix of uses, with emphasis on coastal related and visitor serving uses, so that the land is financially and physically supportive of Harbor District operations.
2. **Harbor Users.** Reserve area on Harbor Terrace to accommodate current and future Harbor District and other user needs including gear storage, trailer boat storage, and other harbor uses.
3. **Visitor Uses.** Provide visitor-serving retail uses that are complementary to the harbor so that this area may enhance the public's enjoyment in ways that financially and physically support the District's public functions. Include overnight accommodations and commercial uses according to market demand and feasibility. Overnight accommodations shall include a minimum of ten percent (10%) low-cost visitor serving facilities.
4. **Environmental Performance.** Encourage new development to integrate site and building design techniques that are environmentally sensitive and energy conserving.



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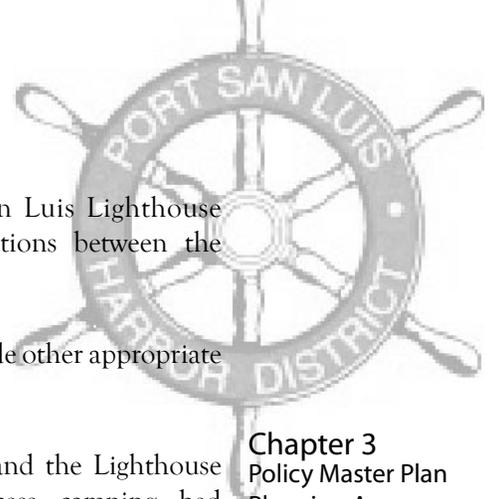
- 5. Pedestrian Access.** In new visitor serving developments on Harbor Terrace, incorporate measures to provide safe pedestrian access onsite and coordinate access to the beach and other Port facilities.
- 6. Limitation on Use.** Allow trailer boat and gear storage, eating and drinking establishments, food and beverage retail sales (e.g., market or commissary), yachting and rowing clubs, paths, trails, scenic overlooks and sightseeing facilities, public parking, picnicking, accessory storage, hotels and motels (camping, bungalows, tent cabins, inns, casitas, bed and breakfast), recreational vehicle parks, meeting facilities, group camping, passive recreation, communication facilities, specialized programs, outdoor retail sales, Harbor Operations (including offices, storage and maintenance yard), public safety facilities, temporary events, interpretive displays and exhibits, shuttle station, aquaculture and mariculture.
- 7. Trailer Park.** Close, consolidate, or relocate the trailer park, consistent with the California Harbors and Navigation Code §6086 and Government Code §65863 prior to or concurrent with any approved development of the site.
- 8. Parcel Acquisition.** Pursue acquisition of necessary property adjacent to Harbor Terrace to improve the development potential of the site.
- 9. Service Restriction.** Prohibit extension of roads, infrastructure, services, or other development connections through the Harbor Terrace property to other non-Harbor District properties. This restriction does not preclude trailhead connections.

Lightstation. The following goal and policies apply only to Public Facilities land use category within the Lightstation Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for the Lightstation Planning Sub-Area.

Goal:

A fully restored and protected facility that serves as an educational, historic, and recreation site, supported by managed access and predominantly external funding.

- 1. Point San Luis Lightstation Included by Reference.** The Point San Luis Lightstation Historic Structures Report and Treatment Plan, and any amendments made thereto, is hereby incorporated into this Master Plan as though it were fully set forth here. All development within the Lightstation Planning Sub-Area is to be in conformity with the National Park Service approved Treatment Plan and documents of Utilization and Acquisition, as well as all other applicable LCP standards.
- 2. Historic Character.** Restore and protect the historic character of the lighthouse facility pursuant to the approved Lightstation Treatment Plan.



- 3. Managed Access.** Provide managed public access to the Point San Luis Lighthouse (e.g., trail, water taxi, staging, kayak, shuttle) and improve connections between the Lighthouse and other Port properties.
- 4. Parking and Staging.** Allow remote parking on Port property or provide other appropriate parking and staging to accommodate visitors to the Lighthouse.
- 5. Limitation on Use.** Allow uses that comply with deed restrictions and the Lighthouse Documents of Acquisition and Utilization, including docent-led access, camping, bed and breakfast (only in existing buildings, for a maximum of 40 overnight guests), special events, paths and trails, sightseeing, picnicking, historic sites and museums, specialized programs, boat storage, administrative offices, maintenance shop, boat launching, water taxi, communication facilities, passive recreation, temporary events, shoreline protection, and lighthouse-related gift or novelty shop.

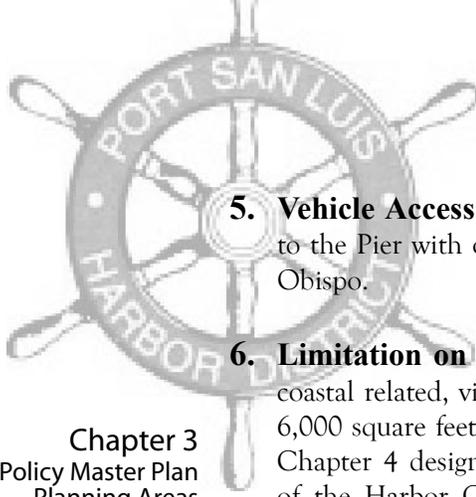
RECREATION: The following goals and policies apply to areas within the Recreation land use category of the Port San Luis Harbor District.

Avila Beach and Pier. The following goal and policies apply to Recreation land use category within the Avila Planning Sub-Area (Beach, Pier, and Parking Lot). The Coastal Commission administers coastal development permits for Avila Pier and, up to the mean high tide line, Avila Beach. The County of San Luis Obispo administers coastal development permits for beach areas landward of the mean high tide line and the public parking lot.

Goal:

An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.

- 1. Recreational Value.** Provide opportunities for fishing, passive recreation, and other compatible waterfront recreational uses at Avila Beach and Pier.
- 2. Water Access.** Provide a mix of water access facilities at Avila Pier.
- 3. Acquisition Proposals.** Consider any proposal to acquire, operate, improve, and maintain all of the Port's Avila Beach properties, as an entire package, from responsible public entities that shall continue to maintain these properties in the public trust.
- 4. Limitation on Use— Avila Beach.** Maintain existing uses at Avila Beach and avoid cluttering the area with unnecessary structures. Allow fishing, boating, yachting and rowing clubs, temporary boat storage, boat rentals, boat launching, sightseeing, picnicking, overlooks, aquaculture, coastal access, passive recreation, outdoor special events, outdoor sports and recreation, non-motorized recreation equipment rental, public safety facilities, shoreline protection, and temporary events.

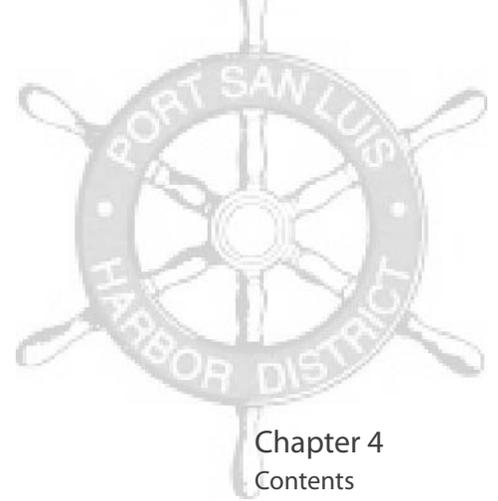


5. Vehicle Access on Pier. Allow restricted vehicle access through the Front Street plaza to the Pier with oversight and permission of the Harbor District and County of San Luis Obispo.

6. Limitation on Use— Avila Pier. New uses shall be in support of coastal dependent, coastal related, visitor serving, or recreational uses with a maximum buildout potential of 6,000 square feet. Proposals must meet fire authority requirements, parking requirements, Chapter 4 design recommendations for Avila Pier, and be approved at a public hearing of the Harbor Commission. Allow commercial and recreational fishing, coastal access, marine-related wholesale and / or retail, eating and drinking establishments, yachting and rowing clubs, boat rental, small boat temporary storage, launching facilities, sportfishing, sightseeing facilities, other marine-related facilities, aquaculture, direct seafood sales (off of boats), educational, historic and fisherman’s marine-related displays and exhibits, passive recreation, food and beverage sales, restrooms, outdoor retail events, public safety facilities, accessory storage, and major emergency use.

Avila Parking Lot. The following policies apply to the Recreation land use category within the Avila Planning Sub-Area (Public Parking Lot).

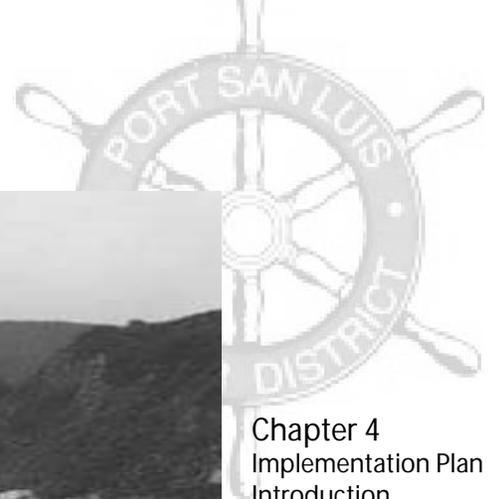
- 1. Parking Standard.** Maintain a minimum of 300 parking spaces in the Avila parking lot for public beach and pier parking. Use revenues from a paid parking program to support Avila Beach and Pier public facilities.
- 2. Limitation on Use—Avila Parking Lot.** Allow parking and related landscaping, overlooks, restrooms, shuttle or transit station, outdoor retail sales, temporary events, public safety facilities, accessory storage, eating and drinking places, and visitor uses.



Chapter 4

Improvements & Implementation

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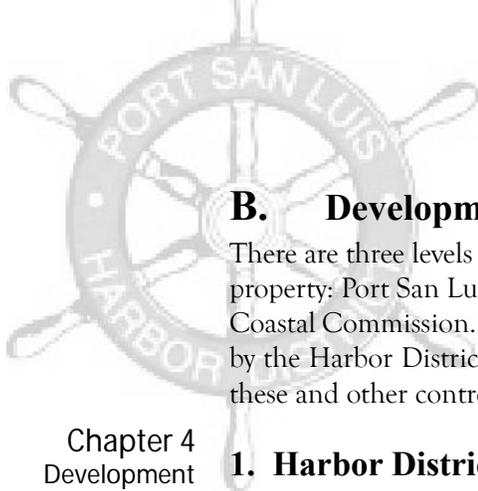
A. Introduction

This Chapter presents the Port San Luis Master Plan Implementation Plan. The Implementation Plan translates goals and policies of the Master Plan into specific actions within a suggested ten-year period. It is based on a strategy of project priorities matched to the Harbor District's ability to provide resources to achieve them. The implementation strategy focuses on improvement projects, supporting programs, financing and phasing strategies, and design guidelines. The Implementation Plan gives the Harbor Commission an overview of what needs to be done to meet Master Plan goals and policies and a timeline for completion. It is not a rigid directive but a set of guidelines for what is possible, under the best of circumstances. Thus, the timeframe is only suggestive and should be reviewed and modified periodically based on actual performance. It is the intent of this Plan that future Commissions should see improvement project descriptions, designs, and programs as recommendations and not as official policy.

It is important that prospective users of this Master Plan understand the administrative permitting hierarchy and interagency jurisdictions; thus, the Chapter opens with a description of the Development Review and Approval Processes. The role and relationship of each of the three agencies charged with implementing the Master Plan—the Port San Luis Harbor District, County of San Luis Obispo, and California Coastal Commission—are briefly described, along with their jurisdictional authority.

The Improvement Program makes up the core of the Chapter and includes both physical improvements and supporting programs that will implement the goals and policies established in Chapter 3. The third section provides the estimated Phasing Plan for the improvements and programs beginning on page 4-25 and followed by descriptions of potential funding sources for improvement projects. An Implementation Program Matrix provides a summary of improvement projects, funding sources, and estimated implementation timelines.

The implementation strategy focuses on improvement projects, supporting programs, financing and phasing strategies, and design guidelines.



B. Development Review and Approval Process

There are three levels of review and approval for developments proposed on Harbor District property: Port San Luis Harbor District, the County of San Luis Obispo, and the California Coastal Commission. All development applications must at least obtain conceptual approval by the Harbor District before seeking coastal development permits or other approvals from these and other controlling agencies.

Chapter 4 Development Approval Process

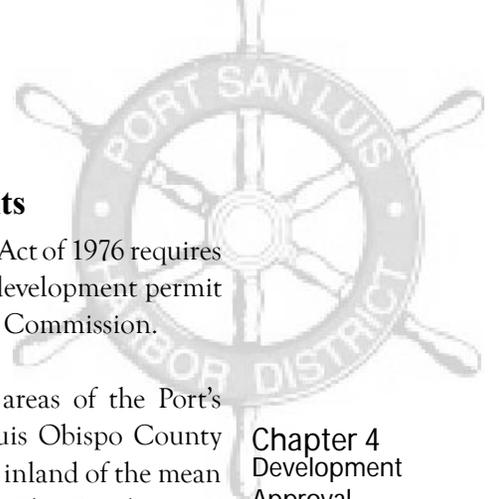
1. Harbor District Permits

The authority vested in the Port San Luis Harbor District by the State of California results in the District functioning as “land owner” of the areas under its jurisdiction. Any use of the waters, lands, and facilities under the ownership and jurisdiction of the Port San Luis Harbor District requires the consent of the Harbor District in one of four forms (Code of Ordinances):

- a. Approval of a land use permit pursuant to the Harbor District Land Use and Development Code, which is for the purpose of evaluating the appropriateness of the proposed use and the type of permit required, if any* (Special Use, Administrative, Use Permit, and exemptions);
- b. The approval of a lease, license, or operating agreement by the Board of Commissioners granting either a limited or long-term right to occupy and use District property and establishing a business relationship between the applicant and the District with the applicant as concessionaire;
- c. Issuance of a building or other construction permit pursuant to the Harbor District Code of Ordinances (Construction Codes) if proposed development is located on Harford or Avila Piers; or
- d. Issuance of a mooring permit pursuant to the Harbor District Code of Ordinances.

Each new use proposed for approval by the District, and each modification to an existing use where physical changes are involved, must be deemed consistent with this Master Plan before receiving approval from the Harbor Commission. The Harbor Manager may make a determination of consistency for minor modifications or for uses that are alterations or extensions of existing uses allowed within the language of the Master Plan. New uses, activities, or changes requiring more than 250 square feet of alteration to the existing physical structure are considered a major modification and require the Harbor Commission to make a determination of consistency with the Master Plan. Where the Harbor Commission identifies an inconsistency, the Master Plan must be amended before a lease is approved otherwise the use shall be denied.

* Types of Port-issued permits are discussed in the Harbor District’s Code of Ordinances.



2. San Luis Obispo County and Coastal Commission Permits

In addition to the approvals required from the District, the California Coastal Act of 1976 requires that certain types of development within the District must obtain a coastal development permit (CDP) from either the County of San Luis Obispo or the California Coastal Commission.

The Coastal Commission and County have responsibility over different areas of the Port's property (See Permitting Boundary Maps, Appendix B). Generally, San Luis Obispo County administers coastal development permits for developments proposed in areas inland of the mean high tide line including Harbor Terrace, the Bluffs, and Harford Landing. The Development Standards in the County LCP and Coastal Zone Land Use Ordinance govern development in these areas. Harbor District permits for developments in land areas are advisory and must also have County approval.

The Coastal Commission administers coastal development permits for developments proposed in areas seaward of the mean high tide line including the beaches and piers.* Virtually any project or use on Port property inland or seaward of the mean high tide line is appealable to the Coastal Commission.

It is the expressed intent of the Harbor District to ensure consistency between its regulations and those of the County of San Luis Obispo and the Coastal Commission. Where conflicts exist between policies, the State or County Program shall prevail for uses within their respective jurisdictions.

Summary of Permit Approval Requirements

County of San Luis Obispo

Any new uses or development proposed inland of the mean high tide line:

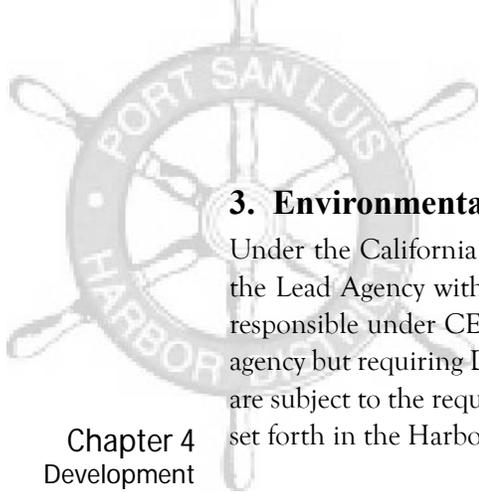
- Must obtain any District Permits required by the Harbor District Code of Ordinances; and,
- Must be authorized by a Coastal Development Permit issued by San Luis Obispo County, and, if required must obtain a business license from the County; and,
- Are subject to all applicable Development Standards, Policies and Ordinances in the County Local Coastal Program; and,
- Are appealable to the Coastal Commission.

Coastal Commission

Any development proposed seaward of the mean high tide line:

- Must obtain any District permits required by the Code of Ordinances; and,
- Must obtain a Coastal Development Permit from the Coastal Commission; and,
- Usually requires a US Army Corps of Engineers Permit.

* The County and the Coastal Commission share coastal development permitting for the beaches, depending on whether the application is inland or seaward of the mean high tide line.



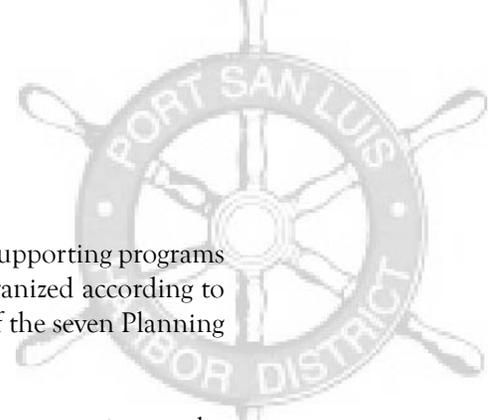
3. Environmental Review

Under the California Environmental Quality Act (CEQA), the District is responsible to act as the Lead Agency with respect to all projects within the Port's jurisdiction. The District is also responsible under CEQA for acting as a responsible agency for projects undertaken by another agency but requiring District action. Development proposals on property under Port jurisdiction are subject to the requirements of CEQA for environmental review, reporting, and mitigation as set forth in the Harbor District Code of Ordinances.

Chapter 4 Development Approval Process



A blue heron rests on the shore of San Luis Obispo Bay.



C. Improvement Programs & Projects

This section presents descriptions of the physical improvement projects and supporting programs that will implement the Master Plan goals and policies. Descriptions are organized according to whether they affect area-wide (“Districtwide”) land use or take place in one of the seven Planning Sub-Areas.

Each project or program is labeled according to the type of the improvement or action or the specific site in the District where the improvement is proposed. Accompanying each Planning Sub-Area are Design Guidelines that provide support for future development design and should be considered by the District as conditions for project approval.

For maximum benefit, Master Plan readers should review the visions for the sub-areas (which are presented in Chapter 2 “tomorrow” statements) in conjunction with the project descriptions and Planning Sub-Area conceptual diagrams presented below.

Programs are non-mandatory procedures or other similarly supporting (non-physical) activity that carry out Master Plan policy or help to facilitate recommended physical improvements.

Design Guidelines

Port San Luis has a unique time-honored waterfront identity and character. While it is important to maintain a cohesive waterfront setting, it is equally important to appreciate the uniqueness of individual planning sub-areas. In order to maintain a harmonious waterfront setting and compatibility with the uses and activities that take place at the Port, the Master Plan Improvement Program includes design guidelines to inform development decisions of future Harbor Commissions. Together with the LCP Development Standards and Land Use Ordinances guidance is provided for architectural designs and features, materials, colors, and design elements for buildings, walkways, landscaping, and other physical improvements on Port properties.

Design Guidelines are listed in each planning sub-area, prior to the improvement projects and distinguished from the improvement project description with different font. In some cases, project-specific guidelines are provided.

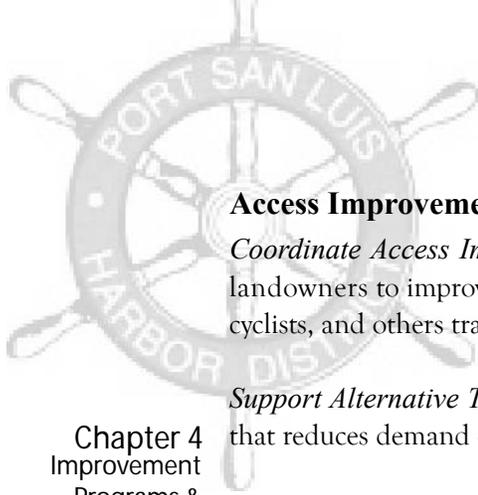
1. Districtwide

The following Programs are recommended District-wide:

Resource Capacity Study. Update the 1997 Resource Capacity Study upon final adoption of the Port Master Plan by the County of San Luis Obispo and certification of the Local Coastal Program by the California Coastal Commission. Evaluate Harbor Terrace impact on road capacity against the 1994 Master Plan.

Permitting Boundary Adjustment. Initiate a Boundary Adjustment Request (PRC §30613) of the Coastal Commission to include all of Harford Landing (landfill) under the primary permitting jurisdiction of the County of San Luis Obispo. This action will consolidate permitting of filled public trust lands that are developed and committed to urban uses.

Ordinance Revisions. Revise the Code of Ordinances Chapter 8, Land Use and Development Regulations, to maintain consistency with this Master Plan.



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Access Improvements—Supporting Programs:

Coordinate Access Improvement Efforts. Work with the County, other agencies, lessees, and landowners to improve the safety and convenience of access routes for automobiles, pedestrians, cyclists, and others traveling to and among Port properties along Avila Beach Drive.

Support Alternative Transportation. Support use of alternative transportation to Port San Luis that reduces demand on road and parking capacities.

Support Transportation Management Programs. Support transportation systems management programs and related development fee ordinances adopted by the County for reduction of traffic impacts in the Avila Valley area.

Encourage Improved Connections. Work with the County to extend continuous pedestrian paths and bike lanes along the County right-of-way between Avila Beach and Harford Pier.

Enhance Signage. Enhance signage on Port properties to better inform visitors of destinations, recreational amenities, biological resources, trails and parking areas, and to regulate pedestrian, bicycle, and vehicle circulation.

Conduct Parking Study. Conduct a parking study to resolve peak period parking challenges. The study should aim toward the preparation and implementation of a parking management plan that may consider such measures as limiting the time that vehicles may park (regulated or managed time limits) and creating areas for different parking needs such as RVs, vehicles towing boat trailers, passenger vehicles, trucks, buses, and motorcycles.

Implement Parking Program. Implement a parking program for peak season periods and special events to mitigate conflicts among Port users; measures should include but not be limited to, directing traffic to parking areas, coordination and operation of a shuttle to parking areas, and setting appropriate parking fees in selected areas.

2. Open Water Planning Sub-Area

The Open Water Area should remain essentially organized as it is, so far as the general distribution of activities. In order to enhance boating and fishing access the following Programs are recommended for this area:

Launch Areas Shoaling Solution. Execute necessary actions as identified in engineering studies, to eliminate or reduce the frequency and scope of maintenance dredging and provide more consistent boating access at the boat launching facilities.

Water Taxi Program. Continue to offer water taxi service as a means of boating access and transportation around San Luis Obispo Bay, if economically feasible.



Popular waterborne recreation at the Port includes kayaking on San Luis Obispo Bay.

3. Harford Pier Planning Sub-Area (Figure 12)

The improvements proposed for Harford Pier will enhance its value for boating and fishing activities. New development opportunities are reserved for coastal dependent uses, the replacement of existing visitor serving uses, and access to the sea.

Pier-wide Design Guidelines (In addition to the adopted Harford Pier Guidelines, Appendix F.)

- All new development shall abide by the adopted Harford Pier Design Guidelines.
- Incorporate upgrades to utility infrastructure, including additional fire protection.
- Design new or replacement improvements to allow continuous maintenance access. Provide a minimum 10-foot setback between structures and the pier edge for emergency pedestrian exit.
- Locate structures and activities outside pedestrian walkways.
- Private enterprises shall maintain the appearance of structures, fencing, signage, and areas around buildings to enhance appearance.

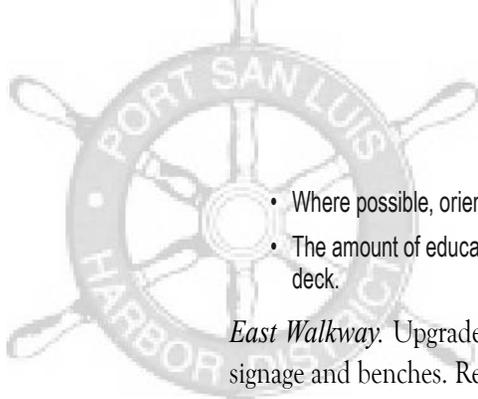
Pier-wide

Rehabilitation. Rehabilitate the entire pier through a phased approach. Suggested phases include a condition assessment inspection, developing a repair strategy, design, and construction. New facilities and major improvements should be incorporated into these phases so construction is accomplished in a logical manner that minimizes costs and disruption.

Pier Stem

Design Guidelines for the Harford Pier Stem

- Pod 1 is the first impression visitors have of Harford Pier. Although boating and fishing activities are an attraction, the appearance of this area is especially important to consider the design of new improvements.
- Before the addition or expansion of structures at Pod 1, perform a pier structural study to ensure that the pier can accommodate increased building loads.
- Build public restroom facilities to withstand high traffic and the harsh marine environment conditions.
- Locate interpretive signage and exhibits where they will not conflict with pedestrian circulation, fishing activities, or viewsheds.



- Where possible, orient interpretive signage and exhibits vertically to limit surface area exposed to bird droppings.
- The amount of educational or interpretive exhibits should be added with caution so as not to clutter the viewshed or deck.

East Walkway. Upgrade walkways along east side of pier. Add marine biological exhibits or interpretive signage and benches. Refurbish the fish cleaning station.

Chapter 4 Improvement Programs & Projects

West Walkway. Rebuild the width of the pier stem (from the shoreline to the terminus) up to 20 feet westward to increase the pier drive and to add a pedestrian walkway.

Pier Roadway. Install fire grates (above the existing sprinklered zones) during the reconstruction of the pier roadway.

Pod 1. Expand and improve lease spaces for use by coastal dependent uses. Add a public restroom facility.

Visitor Landing. On the north side of Harford Pier between Pod 1 and the pier terminus, add a fixed landing with ladders, gangway, and access stairway to accommodate visiting boaters.

Design Guidelines for Boat Landing

- Construct the landing to be approximately 48' x 12'.
- Design this facility to prevent conflicts with surrounding water area uses.

Skiff Tie-ups. Add skiff tie-ups (including ladders) along the pier, as well as between Pod 1 and the pier terminus to meet market demands.

Pier Terminus - Outside Warehouse Canopy

Hoist #3 Area. Convert this space to skiff rack storage (see below).

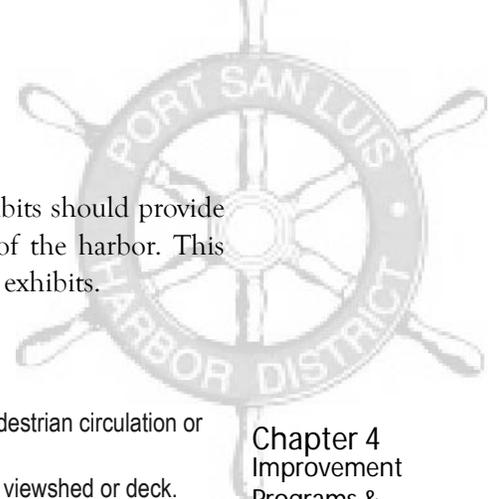
Parking Area. Provide bike racks to encourage bike transportation for visitors and employees.

Skiff Racks. Add skiff racks on the pier terminus by one or a combination of the following options:

- Constructing new racks in the vicinity of Hoist #3.
- Expanding the existing skiff rack facility. This would require a pier structure expansion and therefore would be a more expensive, but long-term, solution.
- Constructing new racks under the warehouse canopy. This would require a new hoist to be located nearby.

Design Guidelines for Skiff Racks

- Upgrade the existing skiff storage area by improving its appearance.
- Design new skiff storage racks to be aesthetically pleasing, durable, and without fencing.
- Design new racks to store a maximum of two high, if feasible.



Interpretive Exhibits. Add interpretive stations at the end of the pier. Exhibits should provide information on the marine environment, cultural resources, and history of the harbor. This project includes the design, graphics, sign, and pedestal base for interpretive exhibits.

Design Guidelines for the Interpretive Exhibits

- Orient interpretive signage to limit surface area exposed to bird droppings.
- Locate interpretive signage and /or exhibits where they will conflict the least with pedestrian circulation or fishing activities.
- Carefully locate and limit interpretive signage and /or exhibits so as not to clutter the viewshed or deck.

Pier Terminus - Under Warehouse Canopy

Existing Harbor Office Space. If and when the Harbor Offices are consolidated and relocated, consider the option of relocating the Harbor Patrol offices to the old Administration Building, freeing up the existing Harbor Patrol office (approximately 600 square feet) as new lease space.

Opportunity Site under Canopy. Accommodate additional coastal uses in this area. There is open area outside of the required setbacks that could be used as lease space or skiff racks.

Design Guidelines for the Area under the Warehouse Canopy

- Renovations and additions should respect the 30-foot setback from the end of the Pier.

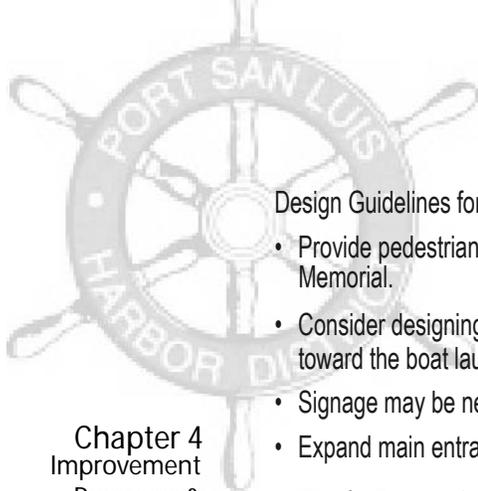
4. Harford Landing Planning Sub-Area (Figure 13)

Harford Landing provides space for uses that are supportive of coastal dependent and visitor serving activities on Harford Pier and San Luis Obispo Bay Harbor. Physical improvements should provide efficient, safe, and convenient parking and circulation for all users and take advantage of lease space opportunities created through redevelopment of this Sub-area.

Area-wide Design Guidelines for Harford Landing

- Screen storage, dumpster, recycling stations, and service areas from public view with a combination of fencing, walls, roof structure, and landscaping.
- Phase out chain link fencing. Where chain link fencing is needed for security purposes, it shall be designed with wood poles instead of the standard metal poles.
- Construct buildings and other structures with quality design and materials that reflect an attractive rural maritime character.
- Use native or other appropriate coastal vegetation for landscaping.
- Consider judiciously adding signage, paving, or striping to indicate pedestrian connections between the East Parking Lot, restaurant, Administration building, Harford Pier to the water's edge, and other Port properties.
- Incorporate amenities such as lighting, benches, bike racks, trash, and recycling containers.

East Parking Lot. Designate parking areas for vehicles towing trailered boats, automobiles, and RVs. The space should be considered as flexible parking area that may respond to peak fishing season demands, special events, and overflow parking and staging needs. Other functions this area may provide include: public restrooms, showers, laundry, skiff racks, trolley stop, kayak storage, and bike racks. The improvements for the parking area would include grading and paving the parking lot, filtered drainage, replacing the wood retaining wall, additional lighting, landscaping, and, if desired, utility hook-ups for RV's.



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Design Guidelines for the East Parking Lot

- Provide pedestrian connections from the north end of the lot to the walkway leading to the Fisherman's Memorial.
- Consider designing the lot with pull-through parking spaces for easy egress for vehicles pulling boat trailers toward the boat launch.
- Signage may be necessary to indicate the intended users of spaces in this lot.
- Expand main entrance road to accommodate marked bike paths in both lanes.

Boat Wash Down Area. Incorporate a filtered drainage system in this area. Consider adding a wastewater dump station for boaters nearby. These improvements will help maintain water quality by filtering water used to wash down boats. The improvements would include removing asphalt to install an oil /water separator, concrete drainage swale, and catch basin.

Waterfront Pedestrian Path. Improve the paths all along the rock revetment from the far west end of the parking lot, along the shoreline, and past the trailer boat launch to connect Harford Landing to other Port properties. This path will allow pedestrians to walk from one end of Harford Landing to the other while enjoying the waterfront. Along the length of the walkway, a low wall could be installed. The wall would create a comfortable edge for the pedestrian walkway while providing protection from wave run-up that regularly tops the revetment and deposits debris in the parking area. Improvements could include the installation of a concrete wall, built-in benches, wall cap, and wall columns at the ends.

Design Guidelines for the Waterfront Pedestrian Path

- Locate the wall on the landward side of the sidewalk with intermittent breaks to allow easy pedestrian access.
- Incorporate a column element at the wall ends and breaks.
- Incorporate a wall cap to create a finished look.

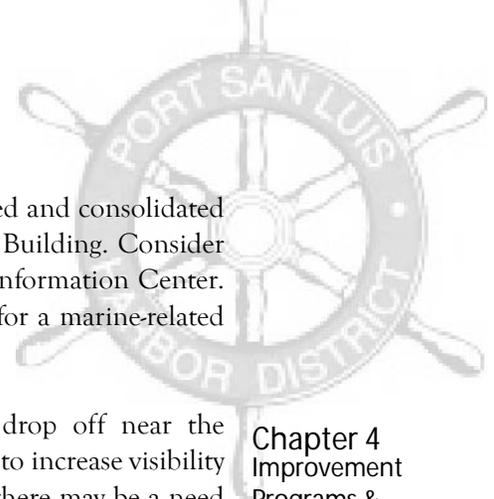
Interpretive Exhibits. Add interpretive stations at key locations that provide information on the marine environment, cultural resources, and history of the harbor. This project includes the design, graphics, sign, and pedestal base for up to seven interpretive exhibits.

Design Guidelines for the Interpretive Exhibits

- Orient interpretive signage to limit surface area exposed to bird droppings.
- Carefully locate and limit interpretive signage and /or exhibits so as not to clutter the viewshed or deck.

Mobile Boat Hoist. Upgrade the existing 60-foot reinforced concrete pier with steel guide rails and guard handrails. Extend the pier seaward. Add riprap to the area to dissipate wave energy. At the same time, reconfigure this facility to provide maximum uninterrupted pedestrian walkway as feasible.

Skiff Storage. Add skiff storage somewhere near the existing trailer boat launch or in the east parking lot area.



Administration Building. If and when the administrative offices are relocated and consolidated elsewhere on Port property, keep a Harbor presence at the Administration Building. Consider converting part of the bottom floor of the building into a Visitor and/or Information Center. The top floor has potential as additional lease space, possibly as an office for a marine-related agency or business. Redesign and upgrade the existing public restrooms.

Trolley Stop / Bus Drop-off. Create an identifiable trolley stop /bus drop off near the Administration Building with benches, shade structure, and other amenities to increase visibility and comfort to visitors. As uses and demands change in Harford Landing, there may be a need to relocate the trolley stop to respond to higher-use areas. A second location might be in the East Parking Lot area.

Design Guidelines for Trolley Stops / Bus Drop-off

- Design a structure with materials that are in keeping with the character of the Port, taking into consideration existing architectural themes and the harsh saltwater environment.
- Incorporate an area for signage to display trolley schedule and other information about events at the Harbor, Lightstation, or other nearby areas.
- Coordinate the location of this project with the Central Pedestrian Path.

Bike Storage. Provide bike racks to support bicycling as a feasible method of transportation and an enjoyable recreational activity.

Design Guidelines for Bike Racks

- Locate racks in secure, well-lighted, and convenient locations.
- Install racks to be compatible with the nautical character of the Port.

Central Pedestrian Path. Create a pedestrian path/lane and crosswalks along the main drive that extends from the East Parking Lot, past the restaurant, to the Administration Building and Harford Pier.

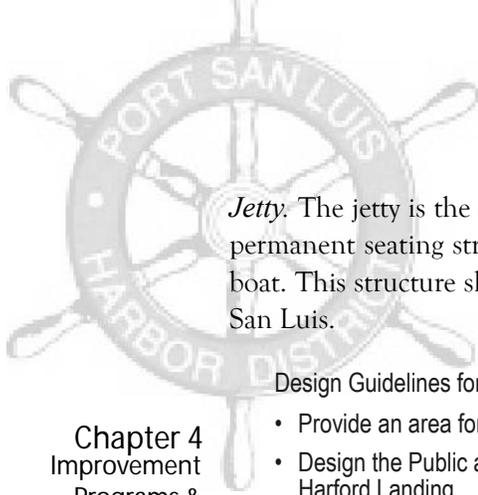
Design Guidelines for the Central Pedestrian Path

- Identify pedestrian areas with special paving treatment to avoid pedestrian and vehicle conflicts and encourage pedestrian activity.
- Connect the path to the perimeter path along the water's edge.

Maintenance Complex. If and when the maintenance offices and facilities are relocated and consolidated elsewhere on Port property, the District could convert the buildings and the yard into additional lease space. The existing restrooms and public shower should be retained for continued public use. The portion of the maintenance yard next to the water may be useful for parking, additional dry skiff storage, harbor storage, or lease space.

Scuba Diving & Kayak Stage Area. Provide a scuba & kayak launch area with amenities such as launch pad, outdoor shower, benches, and stairs or ramp to the water. The timing and integration of this improvement with the pedestrian path and raising of the parking lot elevation is essential.

West Parking Lot Elevation. The west parking lot elevation should be raised to reduce the effects of wave action and storm surges that wash into the parking lot and deposit silt, small rocks, and other debris. When improvements are made, improve the parking lot drainage system with a water quality filtration system.



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Jetty. The jetty is the extension of land that protects the boat launch area of the harbor. Create permanent seating structures for visitors to relax and observe boat launching, marine life, and boat. This structure should incorporate a public art feature that would be a visual icon for Port San Luis.

Design Guidelines for the Jetty

- Provide an area for dredging equipment access.
- Design the Public art/visual icon feature tall enough to be seen from Avila Beach Drive, the pier, and Harford Landing.
- Design improvements to be low maintenance, withstand wave forces during storms and be resistant to the marine environment. ,
- Incorporate lighting of the visual icon so as not to conflict or compete with other navigational lighting.

5. Beach and Bluff Planning Sub-Area (Figure 14)

The overlook areas of the bluffs offer excellent opportunities to provide the public with a recreation area where they can appreciate uninterrupted scenic vistas of marine life, the waterfront landscape, and the working harbor. This sub-area is at the mid-point of the harbor and well situated to create strategic linkages among Port properties and to facilitate connections to the beach.

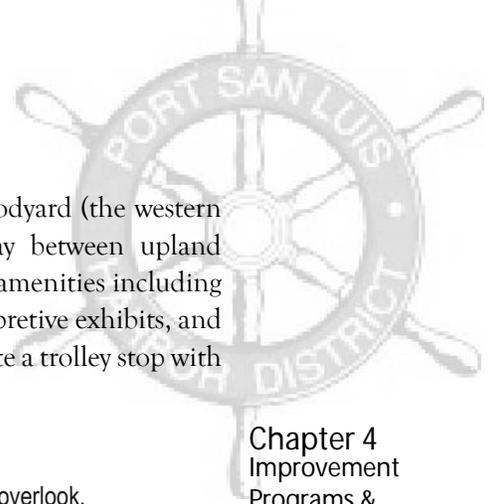
Area-wide Design Guidelines: Beach and Bluffs

- Plan and coordinate development of this area with development of visitor facilities on Harbor Terrace.
- Design all improvements to withstand the marine environment.
- Design improvements to minimize erosion and protect the integrity of the road.
- Incorporate shoreline protection measures to protect improvements and the access road.
- If fencing is needed for safety or to delineate areas at either overlook, it should be compatible with the maritime character of the Port and have minimal view obstruction.
- Incorporate handicap amenities at both overlooks.
- When landscaping is used it should be native, durable, compatible with marine climate, and control soil erosion.
- Take into consideration wave and erosion action and type of improvements to insure limited maintenance due to wave damage.
- Include safe connections to other Port facilities with walkways, crosswalks, trolley stops, flashing signals, or other appropriate methods. Plan connections to logically link with planned County improvements.
- Incorporate modest amenities such as benches, trash containers, and picnic tables.
- Limit conflicts between pedestrians and vehicles.

Nobi Point. Improve Nobi Point (the eastern overlook) to create an automobile parking and viewing area. Improve the parking area by adding landscaping, signage, trash receptacles, and fencing.

Design Guidelines for Nobi Point

- Coordinate access with other Port properties.
- Connect paths to existing or future stairways to the beach.



Woodyard. With new visitor developments at Harbor Terrace, improve Woodyard (the western overlook) to serve as a pedestrian waterfront destination and a gateway between upland properties and the beaches. Improve this area as a mini-park with pedestrian amenities including decomposed granite pathways, benches, picnic tables, trash receptacles, interpretive exhibits, and low lighting for paths. To accompany the pedestrian improvements incorporate a trolley stop with turn out, shelter, bench, and lighting.

Design Guidelines for the Woodyard

- Coordinate access connections from Harbor Terrace across Avila Beach Drive to the overlook.
- Use materials and a design style that is consistent with the harbor character for a trolley stop shelter.
- Coordinate access with other properties.

Beach Stairways. Add stairways to serve Olde Port Beach. Add a stairway to serve Fisherman's Beach. Evaluate the need to add or improve other accessways to the beach.

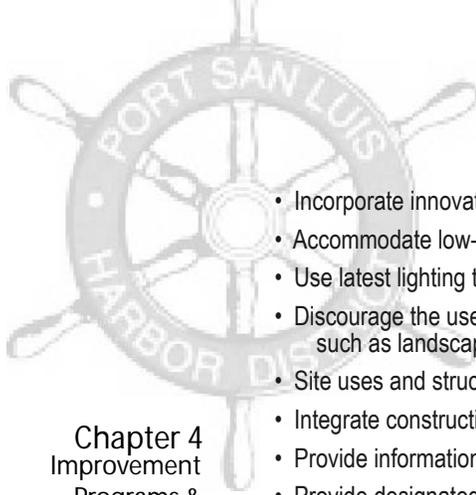
Shoreline Connection. Allow and assist the County in planning for extension of the pathway along the bluffs from the Port to Avila Beach on the County right of way. The County should consider reconfiguring Avila Beach Drive parking to create bike lanes.

6. Harbor Terrace Planning Sub-Area (Figure 15)

Harbor Terrace will accommodate a mix of uses, with emphasis on coastal-related and visitor-serving uses, so that the site may financially and physically support District operations. The Master Plan allows a range of overnight accommodations on Harbor Terrace including family or group camping, RV camping, cabins, bungalows, yurts, complementary retail to serve visitors, lighthouse staging area, and Harbor uses including trailer boat storage, gear storage, Harbor District Offices and maintenance facilities, and Harbor District lay down and storage. Common infrastructure improvements are described as individual projects to estimate the basic needs if the property is improved in phases.

Sub-Area-wide Design Guidelines

- Construct buildings and other structures with quality design and materials that are compatible with the waterfront character of Port San Luis.
- Use primarily native and other appropriate coastal vegetation for landscaping.
- Revegetate hillsides with fire-resistant, slope stabilizing plants.
- Identify pedestrian areas with special treatment to avoid pedestrian and vehicle conflicts and encourage pedestrian activity.
- Screen storage, dumpster, and service areas from public view with a combination of fencing, walls, roof structure, and landscaping.
- Site structures, uses, utilities, and roads to reduce visual impacts.
- Minimize visual impacts of new buildings by allowing uses to be divided into smaller components on the site and by incorporating variation in wall plane, wall height, and roof forms.
- Strategically site harbor uses to avoid potential negative impacts to visitor uses.
- Use permeable surfaces to reduce off-site drainage flows wherever possible.
- Consider views to the site from public roads and offshore areas.
- Site harbor uses with sensitivity to visitor views from upper terraces to lower areas.



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- Incorporate innovative conservation and sustainable design techniques.
- Accommodate low-cost and environmentally sensitive overnight facilities.
- Use latest lighting technology to decrease brightness.
- Discourage the use of chain link fencing. If chain link fencing is necessary, incorporate design elements such as landscaping and wooden posts to make it more attractive.
- Site uses and structures with consideration to geologic conditions and soil stability.
- Integrate construction techniques to protect bluffs and hillside from slipping and erosion.
- Provide information on nature viewing opportunities.
- Provide designated areas for pets to avoid native habitat areas.

Water Tank Engineering Study. Analyze water system requirements to determine the appropriate tank size required to meet fire authority requirements.

Initiate Property Acquisition. Initiate acquisition of adjacent parcels and/or property necessary to improve the development potential of the site.

Infrastructure and Services. Improve the site with water, sewer, electric, cable TV, and telephone services. Install a storm water drainage capture and filtration system.

Roadwork. Improve the existing road network and provide a main site access drive.

Pedestrian Circulation and Connections. With development of visitor uses, provide a network of pathways to facilitate on and off-site pedestrian circulation. This network should connect with an at-grade crossing at Avila Beach Drive and connect Harbor Terrace to the beach. Include safety features such as crosswalks, trolley stops, flashing signals, or other appropriate measures.

Park and Open Space. Create a park and other common open space areas for visitors. Provide park amenities as appropriate.

Sustainable Design Demonstration Project. Demonstrate innovative sustainable design practices and solutions throughout the site such as environmentally sensitive and energy conserving site and building design techniques. Inform people of the environmental, economic, and energy saving benefits of creative design solutions used.

Boat Trailer Parking. Improve and relocate (if necessary) the boat trailer parking.

Design Guidelines for Boat Trailer Storage

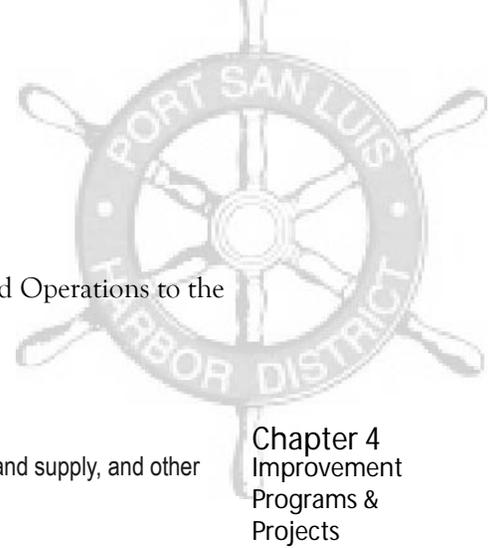
- Design a variety of boat trailer parking space sizes.
- Incorporate security measures.

Gear Storage. Improve marine gear storage. Consider providing covered storage structure(s).

District Laydown & Storage. Improve and relocate, if necessary, Harbor District laydown and storage area.

Design Guidelines for Gear Storage

- Provide a variety of gear storage space sizes ranging from 20 to 50 feet long.
- Establish boundaries in which gear may be stored.



- Locate storage structures and areas to avoid visual and noise impacts.
- Prohibit storage of other items in this area.

Harbor Offices. Relocate and consolidate Harbor Administrative Offices and Operations to the Harbor Terrace site.

Design Guidelines for Harbor Office & Maintenance Complex

- Locate maintenance yard to reduce visual and noise impacts on surrounding uses.
- Analyze the future needs of the Boardroom, storage, small container spaces, copy and supply, and other related office space requirements during design.

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7. Lightstation Planning Sub-Area (Figure 16)

The non-profit Point San Luis Lighthouse Keepers are responsible for managing the restoration and operation of the Lighthouse. The Lighthouse Keepers' Historic Structures and Treatment Plan is a lengthy and detailed plan to restore the Lightstation Facility. A Memorandum of Agreement between the Harbor District and the Lighthouse Keepers imparts the group with funding responsibility for related improvements and activities provided in the Treatment Plan. The improvements listed in this Master Plan (below) are complementary to the tasks outlined in the Treatment Plan and endorse the efforts of the Lighthouse Keepers.

Parking and Staging. Create flexible parking and staging areas at Harbor Terrace. Also, consider satellite parking or special event parking at Harford Landing, Avila Beach lot, or other appropriate locations. Given the limited space and intermittent needs for the Lightstation, a parking management plan should be developed in conjunction with other Port parking needs.

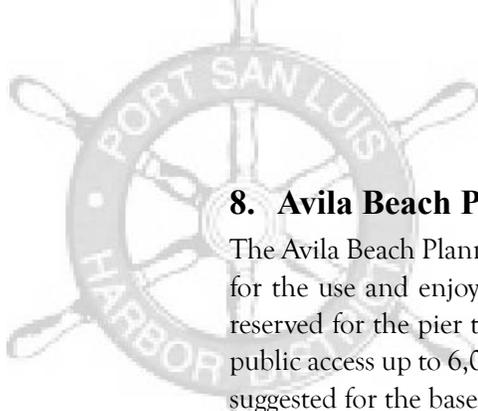
Lightstation Pier. Replace the former pier at Coast Guard Beach. The length of the pier should be long enough to reach the water depth needed. The facility would consist of a pile supported fixed pier extending offshore of the rock with a landing at the end of the pier. To prevent damage, the float would be raised above the level of the waves in the winter or for extreme summer wave conditions by the means of a permanent hoist on the pier.

Lightstation Water Access Route. Work with and support the Lighthouse Keepers to explore feasibility and funding options for establishing a water taxi and /or ferry between public piers and the lighthouse pier.

Beach Trail / Stairway. Incorporate stairs and a pathway from the beach to the Lightstation.

Lightstation Connections. Promote multi-modal access to the Lightstation (e.g., trail, shuttle, water taxi, kayak) and provide connections between the Lightstation and other Port properties.

Lightstation Education. Include information about the historical value of the Point San Luis Lighthouse with interpretive exhibits and displays near the main harbor area.



8. Avila Beach Planning Sub-Area (Figures 17 & 18)

The Avila Beach Planning Sub-Area is composed of primarily recreation-oriented facilities geared for the use and enjoyment of local residents and visitors. New development opportunities are reserved for the pier terminus only for coastal dependent, visitor serving, recreational uses, and public access up to 6,000 square feet (includes building and /or deck area). No improvements are suggested for the base and stem of the Pier.

Chapter 4 Improvement Programs & Projects

Avila Beach

Avila Beach Stairway. Replace the old existing concrete stairway at east end of the beach.

Avila Pier

Avila Pier Design Guidelines

The following design standards are consistent with the Avila Beach Specific Plan.

- **Setback.** Setback new buildings from the end of the pier a minimum of 30 feet to provide an open viewing and fishing area.
- **Height.** Do not exceed 15 foot height limit for structures.
- **Buildings Materials.** Use marine resistant building materials that are compatible with the existing buildings on the pier and along Front Street.
- **Building Colors.** Use colors with subtle tones that are compatible with existing structures on the pier. Use light colors that are dark enough to minimize glare and reflectivity.
- **Roof forms.** Articulate roof forms with details such as beams, trusses, reveals, rafter tails, and eave overhangs. For flat roofs, use parapets that are simply articulated and incorporate changes in the height.
- **Roof materials.** Use non-reflective, durable, and fire-resistant roofing materials.
- **Windows.** Orient windows vertically and articulate with framing, awnings, shutters, and/or design to be multi-paned.
- **Signage.** Design signage to subtle and in proportion to the size of the building. Do not locate signs above the roofline. Mount signs to existing surfaces and structures.
- **Lighting.** Use minimal lighting and direct downward to reduce glare and obstruct views from Front Street.
- **Public Setback.** Require structures and activities to respect the 10- foot continuous public access setback along the perimeter of the pier.
- **Utility Upgrades.** Incorporate upgrades to utility infrastructure (including fire upgrades) as needed for new structures.

Pier Terminus

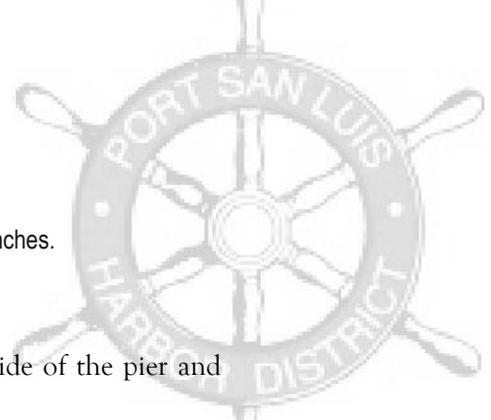
Interpretive Exhibits. Add interpretive exhibits that provide information on the marine environment, cultural resources, and history of the harbor. This project includes the design, graphics, sign, and pedestal base for up to seven interpretive exhibits.

Design Guidelines for the Interpretive Exhibits

- Orient interpretive signage to limit surface area exposed to bird droppings.
- Locate interpretive signage or exhibits where they will not conflict with pedestrian circulation or fishing activities.
- Carefully locate interpretive signage or exhibits so as not to clutter the viewshed or deck.

Skiff Racks. Construct skiff racks to facilitate boating access.

Design improvements at Point San Luis Lighthouse are governed by a separate document, the Point San Luis Lightstation Treatment Plan. Since no physical improvements to the lightstation are recommended in this Plan, the guidelines are not repeated herein.



Design Guidelines for Skiff Racks

- Design skiff racks to protect the viewshed. Racks may be designed to double as benches.
- Design skiff racks to be aesthetically pleasing, durable, and without fencing.
- Do not enclose skiff storage.

Access Landing. Construct a new fixed landing with ladders on the east side of the pier and extend under deck to connect existing stairway to new landing.

Skiff Tie-ups. Add skiff tie-ups (including ladders) along the pier as the market demands and as may be allowed by the Wildlife Conservation Board (Department of Fish and Game).

Avila Beach Parking Lot

The Avila Beach parking lot was improved in 1999 to better serve beach visitors. Though no improvements are suggested for the parking lot, an opportunity site has been identified along the First Street frontage.

Opportunity Site. Reserve First Street frontage to a depth of 50 feet behind the sidewalk for accommodation of new lease space opportunities.

Design Guidelines for Opportunity Site

- Use Design Standards in Avila Beach Specific Plan.
- Reserve First Street's frontage to a maximum depth of 50' behind the sidewalk for accommodation of new lease space opportunities with a loss of no more than seventeen (17) public parking spaces.

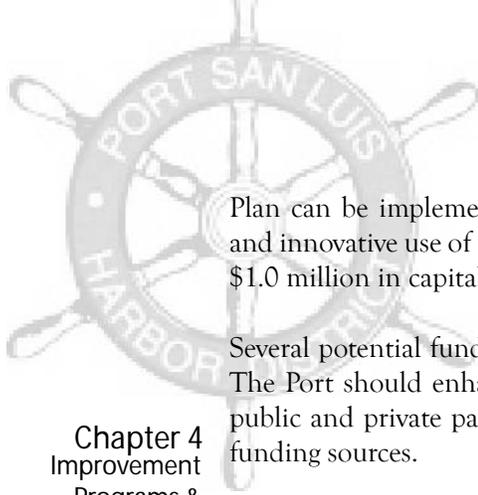
D. Implementation Plan

As explained in the Preface (page 0-5), the Master Plan is implemented through Capital Improvement Projects, property management, and regulation of District property through ordinances. The first part of this Chapter describes how the Master Plan is implemented through the applications of policy in the Development Approval processes. Information regarding implementation may be found in a separate document, the Harbor District Code of Ordinances. This section explains the Master Plan's recommended funding strategy and identifies potential funding sources. It also includes an Implementation Program Matrix that matches Master Plan projects and programs to funding sources and suggests additional benefit groups that the District should consider when arranging financial support for improvement projects. Following the matrix is a suggested Phasing Schedule which should remain fluid in light of changing needs and availability of funding.

1. Funding Strategy

Financing the recommended improvements will require the Harbor District to carry out a combination of strategies. Port Budget Policies provide decision making guidance to the Harbor Commission in their review and approval of expenditures for capital projects considering such subjects as the coastal dependency of the project, its economic feasibility, and the availability of grant funding. The current policy of the Board of Commissioners is to balance income (taxes and operating) against expenses.

Most, if not all, of the capital improvements are budgeted from loans and grants. Some capital improvements have been funded with capital reserves. Many major components of the Master



Chapter 4
Improvement
Programs &
Projects

Plan can be implemented only through additional private investment and fiscally responsible and innovative use of District property. In fiscal year 2002/03, the Harbor District budgeted over \$1.0 million in capital outlay items.

Several potential funding sources are available to finance recommended improvement projects. The Port should enhance opportunities to benefit from multiple funding strategies including public and private partnerships and creating innovative projects that are attractive to available funding sources.

2. Identified Potential Funding Sources

The following list describes some of the various funding sources that are currently available for the various types of projects recommended in this Plan; several funding sources overlap in the types of projects they may fund. The initials correspond to the acronyms in the Improvement Program matrix.

▪ CA Department of Boating and Waterways (DBW)

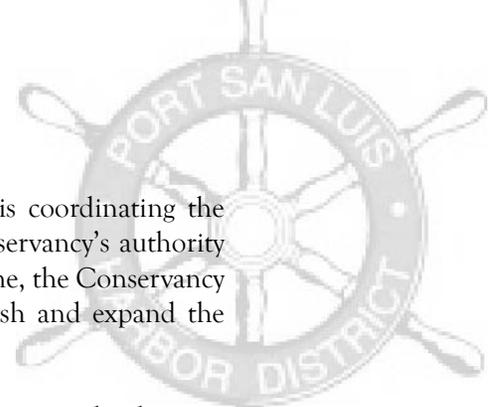
Boat Launching Facility Grants. The Department of Boating and Waterways awards grants to public agencies for the construction of boating access facilities and other boating-related improvements including launches, vehicle and trailer parking, shore protection, and restrooms. Projects must meet or exceed DBW design criteria and be sited in environmentally acceptable areas. In addition, applicants must demonstrate economic feasibility of proposed projects and keep facilities available to all boaters at reasonable prices. Finally, grant recipients are responsible for operating and maintaining the facility for a minimum of 20 years without any additional cost to the state.

Small Craft Harbor Development Loan. Low interest loans are available by DBW for planning, construction, rehabilitation, or expansion of small craft harbors. Dredging, utilities, breakwater construction, landscaping and irrigation, and public access walkways are just a few of the types of projects that may be financed with these loans.

▪ State Coastal Conservancy

Urban Waterfront Projects (UW). The California State Coastal Conservancy may award grants to public agencies for the restoration of coastal waterfront areas. The Coastal Conservancy may provide up to the total cost of any urban waterfront project. The Coastal Conservancy may also require local funding participation in waterfront projects. Costs of providing public coastal access sites and scenic easements serving the public may be permitted as project costs where such features are part of an approved urban waterfront restoration plan. Finally, pursuant to Public Resources Code §31315 the Coastal Conservancy, under its mandate for urban waterfront restoration, shall administer the distribution of state funds, when appropriated to the conservancy, for the improvement of the infrastructure of fishing harbors on public trust lands.

Coastal Access Projects /Coastal Trail Projects (PA). The California State Coastal Conservancy may award grants to any public agency to acquire land, or any interest therein, or to develop, operate, or manage lands for public access purposes to and along the coast. However, no grants may be awarded to any local agency unless the Conservancy has first determined that the subject accessway will serve more than local public needs. The conservancy may provide such assistance as is required to aid public agencies in establishing



a system of public coastal accessways. In addition, the Conservancy is coordinating the development of the California Coastal Trail. Consistent with the Conservancy's authority to develop a system of public accessways to, and along, the state's coastline, the Conservancy may award grants and provide assistance to public agencies to establish and expand the coastal trail.

In the past, the Conservancy has assisted Port San Luis Harbor District with planning access improvements within port lands, including access improvements to Harford Pier, recreational access improvements at Olde Port Beach, and planning for access to the Point San Luis Lightstation and the Pecho Coast Trail. Additionally, the Conservancy has assisted the Port in funding various waterfront improvement projects, including commercial fishing support facilities and restoration of the Harford Pier.

- **Coastal Commission**

Whale Tail License Plate Grant Program. Government entities, schools, and nonprofit organizations may apply for funding to support programs that foster appreciation of California's coast, marine life, or inland watersheds, with an emphasis on reaching underserved students and the public. Educational beach maintenance programs are also eligible.

- **State Water Resources Control Board (SWRCB)**

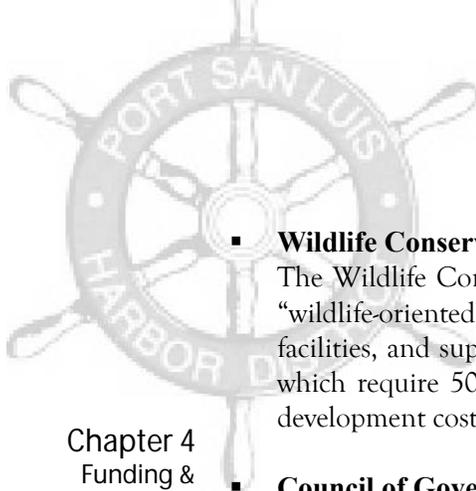
SWRCB offers funding (grants and loans) for projects that improve or protect water quality that is impaired or threatened by non-point source pollution through the Nonpoint Source (NPS) section of the SWRCB. State and local agencies and non-profits may apply. The purpose of the Coastal Nonpoint Source (NPS) Control Program is "to provide funding for projects that restore and protect the water quality and environment of coastal waters, estuaries, bays, and near shore waters and groundwaters."

- **CA State Parks**

Local assistance grants are available through CA State Parks for a variety of projects that assist clean water, clean air, and coastal protection. The programs described below are two of several funds for recreational facilities recently made available by bonds passed in voter propositions since 2000 administered by State Parks.

The Recreational Trails Program provides funding for recreational trails and trails-related projects to public agencies and non-profit organizations that manage public lands. Funding is available on a competitive basis to these agencies and may be used for maintenance and restoration of existing trails; development and rehabilitation of trailside and trailhead facilities, and trail linkages; construction of new recreational trails; acquisition of easements and fee simple title to property for recreational trails or corridors; and operation of educational or safety programs relating to the use of the recreational trails. The State Parks Department's Office of Grants and Local Services administer non-motorized project applications. At minimum of a 20% match is required for these funds.

The Roberti-Z'berg-Harris Program is available for the acquisition, development, or special major maintenance of recreational lands and facilities; and innovative recreation programs that respond to unique and other wise unmet recreation needs of special urban populations. This program consists of block grants and competitive grants to special districts, cities, counties, and regional districts.



- **Wildlife Conservation Board (WCB)**

The Wildlife Conservation Board has several funding programs to assist agencies develop “wildlife-oriented” recreation facilities such as fishing piers, trails, launch ramps, interpretive facilities, and supporting improvements like restrooms and parking areas. Except for piers, which require 50% matching funds, the WCB may fund 100% of the qualifying project development costs.

- **Council of Governments (SLOCOG)**

San Luis Obispo Council of Governments (SLOCOG) is the regional entity responsible for distributing transportation and related funds from the State and Federal levels, as well as monies collected from local gasoline taxes and other sources. SLOCOG prepares a “blueprint” of transportation projects for the region called the Regional Transportation Plan (RTP) every three years. The RTP identifies needed transportation improvement projects that will be planned and funded with available monies. In addition to highways, roads, and transit, the RTP includes funds non-motorized transportation such as pedestrian and bicycling, multi-modal projects (the interface of more than one transportation mode, for example, the Central Pedestrian Path with the Trolley Stop.), and transportation “enhancement” projects (see TEA, below). In addition to non-motorized projects and enhancements, SLOCOG places high emphasis on projects that facilitate regional movement.

Transportation Enhancement Activities (TEA). The federal government provides monies to the State of California for the purpose of enhancing the efficiency of surface transportation, including motor vehicles, pedestrian, bicycle, and other forms of transportation. TEA monies are allocated by the state to the various local councils of governments (COG). The local COG is the San Luis Obispo Council of Governments. This competitive program is available to local jurisdictions. In order to be eligible for TEA monies, the Port must submit an application to the COG for various transportation enhancement projects, such as bike racks, pedestrian paths, and staging areas. This fund requires a 20% match by the local jurisdiction.

Bicycle Transportation Account Program (BTA). The BTA funds local agencies for projects that improve safety and convenience for bicycle commuters. State law requires projects to conform to the minimum design standards.

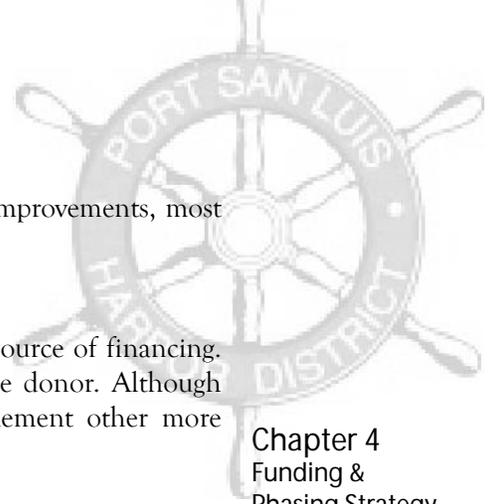
3. Other Potential Funding Sources

- **Public and Private Partnerships and Tenant Improvements**

Public and private partnerships, where the Harbor District and a private developer share costs and financing, construction responsibilities, and project administration, may be appropriate for some Port developments. A combination of public and private involvement will represent the public interests while maintaining focus on feasibility and satisfactory revenue generation.

- **Underused or Undeveloped Land**

The opportunity sites where the Port could stimulate development interest could provide



additional long-term revenue sources that may be used to pay for site improvements, most notably Harbor Terrace and the Avila Beach parking lot.

- **Gifts and Endowments**

Contributions from private individuals or businesses are an attractive source of financing. They are normally accompanied by some gesture of recognition to the donor. Although fundraising through donations is unpredictable, it would help supplement other more reliable sources.

- **Volunteerism**

Certain improvements and maintenance activities can be accomplished with the help of volunteer labor. Civic associations or other non-profits foundation could be helpful in organizing these efforts. The California Conservation Corps and prison inmate work furlough programs are also available.

4. Implementation Program Matrix

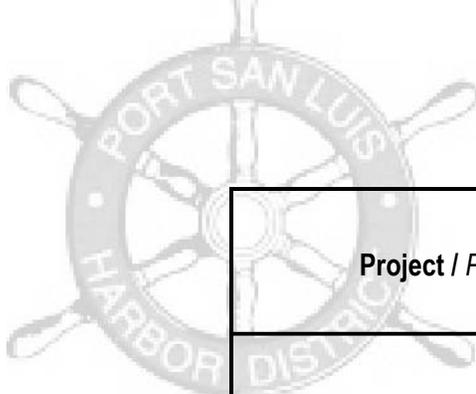
The following matrix provides an outline of physical improvements (**bold**) and recommended programs (*italic*). Physical improvements are paired with preliminary costs and potential funding sources. Due to the multiple benefits that many projects may have, the matrix includes additional prospective “benefit groups” that should be considered in combination with primary project goals to augment funding sources.

The Improvement Plan timeframe focuses on the first few years after Plan adoption. It remains fluid, with the understanding that environmental and political conditions change, which may lead to changes in priorities. The timing of funding for specific projects may also affect changes in priorities.

Where possible, projects were matched to agencies with potential project funding based upon the improvement type (recreation or access, e.g.) and the history of the agencies for funding subject project components. None of the identified sources agencies have made commitments to fund project improvements. The following agency/source abbreviations are used throughout the matrix:

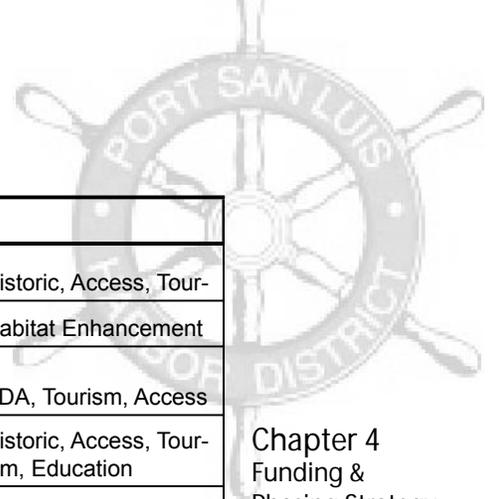
HD	Harbor District
PP	Public Private partnership
SCC	State Coastal Conservancy: Urban Waterfront (UW)
SCC	State Coastal Conservancy: Public Access (PA)
DBW	Department of Boating & Waterways
COG	San Luis Obispo Council of Governments
SWRCB	State Water Resources Control Board
WCB	Wildlife Conservation Board
DPR	California Dept of Parks & Recreation

The Implementation Program Matrix begins on page 4-22.



Chapter 4
Funding &
Phasing Strategy

Project / Program	Est'd Cost	Potential Funding Sources	Potential Benefit Groups
Districtwide			
<i>Resource Capacity Study</i>	\$13,500	HD	N/A
<i>Permitting Boundary Adjustments</i>	\$5K	HD	N/A
<i>Ordinance Revisions</i>	\$7,500	HD	N/A
<i>Coordinate Access Improvement Efforts</i>	non-fiduciary	HD	N/A
<i>Support Alternative Transportation</i>	non-fiduciary	HD	N/A
<i>Support Trans. Mgmt. Programs</i>	non-fiduciary	HD	N/A
<i>Encourage Improved Connections.</i>	non-fiduciary	HD	N/A
<i>Enhance Signage</i>	\$25K	HD, SCC UW/PA	N/A
<i>Conduct Parking Study.</i>	\$16K	SCC: UW/PA	N/A
<i>Implement Parking Program</i>	\$50K	HD, SCC: UW/PA, COG	N/A
Open Water Area			
<i>Launch Shoaling Solution</i>		HD, DBW:Boat Launch	Water Quality, Boaters, Education/
Harford Pier Planning Sub-Area			
<i>Pier Wide Rehabilitation</i>	N/A	SCC UW/PA; DBW	All User groups
Pier Stem			
East Walkway	\$250K	SCC UW/PA	Access Enhancement, Historic, ADA
West Walkway (Expand Pier)	\$500K- \$1M	SCC UW/PA	Access, Historic, ADA
Pier Roadway	\$1M	HD	Access, ADA
Pod 1	varies	HD: PP	Econ Devel, Tourism
Fixed Landing	\$250K	DBW; WCB	Tourism, Recreation
Skiff Tie-ups	\$45K	SCC UW/PA; DBW; WCB	Tourism, Recreation, Redevelopmt
Pier Terminus			
Hoist #3 Area	varies	SCC UW/PA	Redevelopmt, Access
Parking Area (bike racks)	\$1K	SCC UW/PA	Recreation, Trans Enhancement
Skiff Racks	\$30K	DBW; WCB	Tourism, Recreation, Redevelop.
Intrepretive Exhibits	\$8K	SCC UW/PA; WCB	Historic, Access, Tourism, Education
Harbor Office Space	varies	HD; PP	Redevelopmt , Tourism
Opportunity Site Under Canopy	varies	HD; PP	Redevelopmt, Tourism



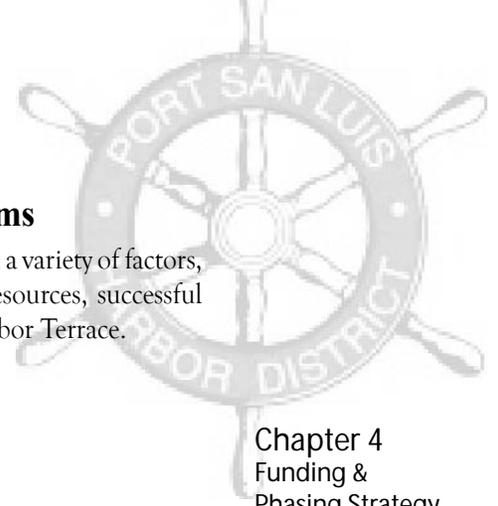
Chapter 4
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Harford Landing Planning Sub-Area			
East Parking Lot	\$225K	HD; DBW; WCB	Historic, Access, Tour-
Boat Wash Down Area	\$60K	SWRCB	Habitat Enhancement
Waterfront Pedestrian Path	\$350K	SCC UW/PA; WCB; PP	ADA, Tourism, Access
Interpretive Exhibits	\$30K	SCC UW/PA; WCB; PP	Historic, Access, Tour- ism, Education
Skiff Storage	\$30K	HD; WCB	Access, Tourism, Recre- ation, Redevelop.
Mobile Boat Hoist	\$1.2M	DBW	Access, Recreation
Parsons Building	varies	HD; WCB; PP	Tourism, Recreation
Trolley Stop / Bus Drop-off	\$8K	COG	Access, Tourism, Recreation, ADA
Bike Storage	\$3K	COG	Access, Tourism, Recreation
Central Pedestrian Path	varies	SCC UW/PA; PP	Tourism, Recreation, ADA
Maintenance Complex	varies	HD; PP	Redevelop., Access
Jetty	varies	HD	Access, Cultural
Scuba Diving /Kayak Staging Area	\$45K	DBW; SCC UW/PA	Tourism, Recreation, Marine Research
Parking Lot Elevation	\$269K	SWRCB	Water Quality, Access, ADA
Beach and Bluff Planning Sub-Area			
Nobi Point (Automobile Overlook)	\$90K	COG	Historic, Access, Tour-
Woodyard (Pedestrian/Bike Overlook)	\$175K	SCC: UW/PA	Historic, Access, Tour- ism, Education, ADA
Beach Stairways (3)	\$75K	SCC: UW/PA	Access, Trans En- hancemt
Shoreline Connection	varies	County	Historic, Access, Tour-
Harbor Terrace Planning Sub-Area*			
Initiate Property Acquisition	\$20K	HD	
Water Tank Engineering Study	\$15K	DBW	
Infrastructure / Services	\$1.3M**	HD;PP; DBW	Tourism, Recreation, Redevelop.
Roadwork	varies	HD; PPP; DBW	
Pedestrian Circulation / Connect'n	County	COG; HD; WCB; PPP	Access, Tourism, Recreation, ADA
Park/Open Space	varies	DPR, WCB, PP	Recreation, Tourism
Sustainable Demonstration Project	\$500K- \$1M	SCC: UW/PA	Sustain Develop, Eco- Tourism, Recreation



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Boat Trailer Parking	varies	DBW, WCB	Recreation, Tourism
Gear Storage	varies	DBW	Econ Devel
District Laydown/Storage	varies	HD	
Harbor Offices	varies	HD	
**Includes 200,000 gallon water tank. Necessary size of water tank to be determined by engineering			
Lightstation Planning Sub-Area			
Parking and Staging	varies	SCC UW/PA; WCB; COG	Tourism, Recreation, Historic, Education
Lighthouse Pier	varies	SCC UW/PA; WCB	Historic, Access, Tourism, Education
Beach Trail / Stairway	varies	SCC: UW/PA; WCB; Other	Tourism, Recreation, Historic, Education
<i>Lightstation Water Access Route</i>			
<i>LightstationConnections</i>			
<i>LightstationEducation</i>			
Avila Beach Planning Sub-Area			
Beach Stairway	\$95K	SCC: UW/PA	Tourism, Recreation,
Pier Terminus			
Interpretive Exhibits	\$8K	SCC: UW/PA; WCB; DBW	Historic, Access, Tourism, Education
Skiff Racks	\$45K	HD; DBW; WCB	Tourism, Recreation,
Fixed Landing	\$110K	HD; WCB; SCC: UW/PA; DBW	Tourism, Recreation, Econ Devel
Skiff Tie-ups	\$20K	HD; DBW; WCB	Tourism, Recreation,



E. Phasing Plan for Physical Improvements and Programs

Successfully phasing the physical improvement projects listed in this will depend on a variety of factors, most notably: the timing of the County's Local Coastal Plan update, staffing resources, successful grant writing efforts, and a coordinated and targeted marketing campaign for Harbor Terrace.

DW	Districtwide	BB	Beach & Bluffs
OW	Open Water	HT	Harbor Terrace
HP	Harford Pier	LH	Lightstation
HL	Harford Landing	AP	Avila Pier
		AL	Avila Lot

Proposed Phasing Plan

Ongoing

Physical Improvements

- Harford Pier Rehabilitation (HP)

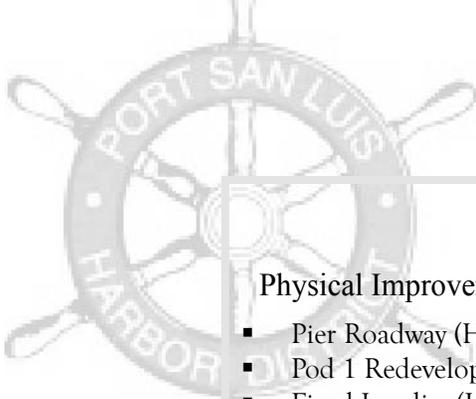
Programs (Supporting Actions)

- Coordinate Access Improvements (DW)
- Support Alternative Transportation (DW)
- Support Trans. Mgmt. Programs (DW)
- Encourage Improved Connections (DW)
- Opportunity Site Promotions (DW)
- Harford Pier Rehabilitation (HP)

Short Term (0 - 2 years)

- Enhance Signage (DW)
- East Walkway (HP)
- Skiff Tie-ups (HP)
- Hoist #3 Area (HP)
- Bike Racks in Parking Area(HP)
- Skiff Racks (HP)
- East Parking Lot (HP)
- Trolley Stop/Tour Bus Drop-off (HL)
- Bike Storage (HL)
- Central Pedestrian Path (HL)
- Beach Stairways (BB)
- Parking & Staging (LH)
- Lighthouse Pier (LH)
- Interpretive Exhibits (AP)
- Skiff Racks (AP)

- Implement Parking Program (DW)
- Resource Capacity Study (DW)
- Permitting Boundary Adjustments
- Ordinance Revisions / Update (DW)
- Conduct Parking Study (DW)
- Initiate Property Acquisition (HT)
- Water Tank Engineering Study (HT)



Chapter 4
Funding &
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Medium Term (3 - 5 years)

Physical Improvements

- Pier Roadway (HP)
- Pod 1 Redevelopment(HP)
- Fixed Landing(HP)
- Interpretive Exhibits(HP)
- Interpretive Exhibits (HL)
- Skiff Storage (HL)
- Boat Trailer Parking (HT)
- Gear Storage (HT)
- District Lay down /Storage(HT)
- Beach Trail/Stairway (LH)
- Lightstation Water Access (LH)
- Fixed Landing (AP)

Programs (Supporting Actions)

- Launch Shoaling Solution (OW)
- Lightstation Connections (DW)
- Avila Beach Parking Lot Opp Site (AL)

Medium to Long Term (6 - 10 years)

- Harbor Offices (HP)
- Administration Building (HL)
- Maintenance Complex (HL)
- Scuba Diving Staging Area(HL)
- West Parking Lot Elevation (HL)
- Nobli Point—Auto Overlook (BB)
- Woodyard—Pedestrian Overlook (BB)
- Infrastructure Services (HT)
- Roadwork(HT)
- Pedestrian Circulation (HT)
- Park /Open Space (HT)
- Sustainable Demonstration (HT)
- Boat Trailer Parking (HT)
- Gear Storage (HT)
- Harbor District Laydown/Storage (HT)
- Beach Stairway (AB)
- Lightstation Education (DW)



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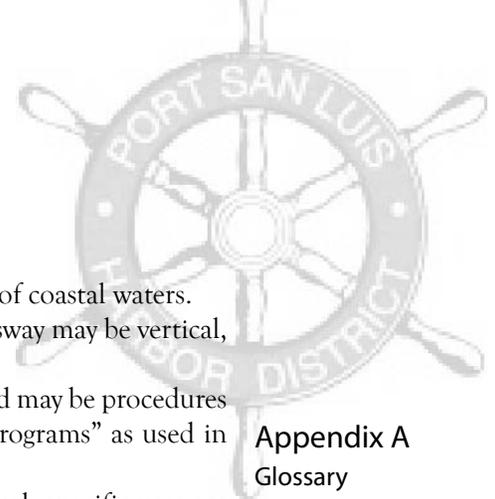
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Appendix B	Coastal Access Plan
Appendix C	Permitting Boundary Maps
Appendix D	Needs Assessment
Appendix E	Coastal Act Consistency
Appendix F	Harford Pier Design Guidelines
Appendix G	County Table O, Allowable Uses
Appendix H	Documents Referenced
Appendix I	State Tidelands Grant



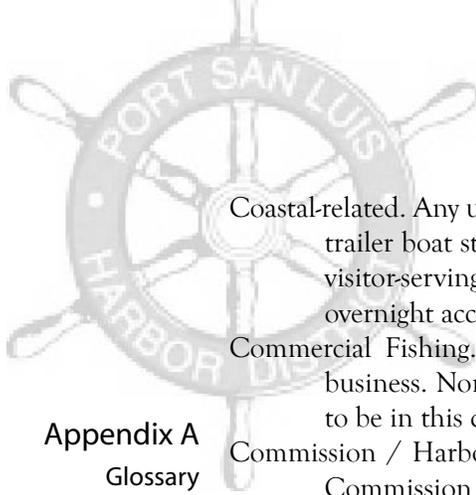
Appendix A

Master Plan Glossary



Master Plan Glossary

- Access.** Refers to the ability of the public to reach, use or view the shoreline of coastal waters.
- Accessway.** A general term that defines where public access occurs. An accessway may be vertical, lateral, blufftop or recreational.
- Action.** Non-mandatory recommendations to carry out master plan policy and may be procedures or design proposals. Actions are equivalent to the LCP term for “Programs” as used in the San Luis Bay Planning Area Land Use Element.
- Allowable Use.** Uses permitted in areas under the Port’s jurisdiction. Although specific uses are listed for each planning area, the intent is to indicate compatible use groups. Specific uses not listed may be included in a use group if similar in character and compatible, as determined by the Harbor District. Furthermore, uses intrinsic to the health, safety, and welfare of users in areas under Harbor District jurisdiction may not be listed herein but are assumed allowable due to their essential nature.
- Amendment.** Occasional legislative changes to the Master Plan to reflect the changes that may occur in federal, state or local rules and regulations or be necessary to address the changing needs of the public.
- Aquaculture.** The cultivation of the natural produce of water (as fish or shellfish). A form of agriculture as defined in Section 17 of the Fish and Game Code. Aquaculture products are agricultural products, and aquaculture facilities and land uses shall be treated as agricultural facilities and land uses in all planning and permit-issuing decisions. See also Mariculture.
- Board or Board of Commissioners.** The Board of Harbor Commissioners of Port San Luis Harbor District.
- Capital Improvement Program (CIP).** Capital improvement programs are part of a strategy, by a local government unit, to initiate, provide, and maintain public services, as well as to support the private sector in economic development. This involves the initial provision of fixed assets, as well as their replacement, improvement or extension.
- CEQA.** The California Environmental Quality Act, Sections 21000 et seq. of the California Public Resources Code.
- Coastal Access.** Refers to the ability of the public to reach, use, or view the shoreline of coastal waters. Coastal Access is a guaranteed right by the California Coastal Act of 1976 and the California Constitution to access and use State tidelands. Includes shoreline access to the beach, trails along the coast, accessory facilities such as signs, benches, and viewing platforms. Recreational access also includes overnight accommodations for visitors to coastal areas.
- Coastal Act.** Governing land and water use law for the California coastline as established in the California Public Resources Code §30000 et seq.
- Coastal Commission.** The California Coastal Commission, as established by the California Coastal Act of 1976.
- Coastal-dependent.** Any development or use that requires a site on or adjacent to the sea to be able to function at all, for example marinas, boat moorings, boat yard / repair and other similar development or use, including waterfront recreation.
- Coastal Development Permit (CDP).** A permit issued by the local government or Coastal Commission for any development which includes a change in the density or intensity of use of land...[and] change in the intensity of use of water, or of access thereto. At Port San Luis, the County of San Luis Obispo issues CDPs for areas inland of the mean high tide line, except for the portion of the landfill area. The Coastal Commission issues CDPs for all development proposed seaward of the mean high tide line, including development on the Avila or Harford Piers, and on the portion of the landfill.



Appendix A Glossary

Coastal-related. Any use that relates to but does not require the presence of water, e.g., boat sales, trailer boat storage, marine supply, equipment rental, seafood processing. Also includes visitor-serving uses that provide for the needs of coastal visitors and tourists, such as overnight accommodations, access facilities, etc.

Commercial Fishing. Includes the vessels, facilities, and fishermen involved in fishing as a business. Non-recreational commercial boating services such as tugboats are considered to be in this category.

Commission / Harbor Commission. The governing body of the Harbor District, the Harbor Commission is composed of five elected Commissioners to represent the citizens of San Luis Obispo County within the jurisdiction of the Harbor District.

County. The County of San Luis Obispo, California.

Development. The placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land.

District. The Port San Luis Harbor District formed under and by virtue of the laws of the State of California. The Harbor Manager or his designee is the sole agent of District for purposes of the administration and implementation of this Master Plan.

Document of Acquisition. A legal document that sets forth any conditions or restrictions for the use, maintenance, or development of the Point San Luis Lighthouse.

Enterprise function / activity. Revenue generating use or activity that provides the District with a source of income.

Goal. Goals are general direction-setters. They describe an ideal future end, condition, or state that is sought for the planning area or issue.

Harbor. The tidelands within the Port San Luis Harbor District (see definition of tidelands below), together with all of the wharfs, real properties or interests in real property now, or in the future, owned by the District and any portion of the Pacific Ocean not within the area defined below as the tidelands but within 500 yards of any real property within which the District has an interest.

Harbor Manager. The Harbor Manager appointed by the Board of Harbor Commissioners of the Port San Luis Harbor District, or his / her designated representative.

Harbors and Navigation Code. The Harbors and Navigation Code of the State of California.

Implementation Measure. A recommended action, procedure, program, or technique to carry out a master plan policy.

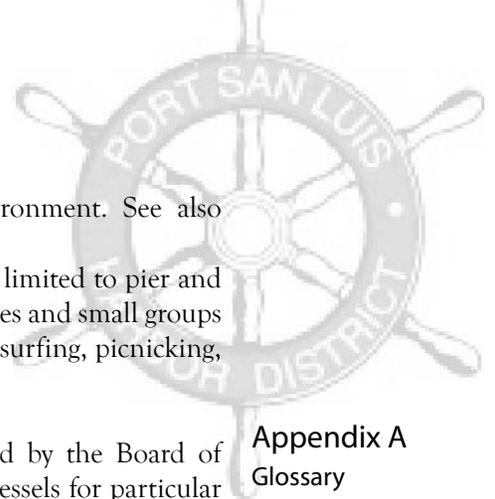
Landfill. At Port San Luis, landfill generally refers to the Harford Landing area, created in the 1960s by filling in the tidelands at this spot.

Landing (landing). A dock or other (dis) embarkation point.

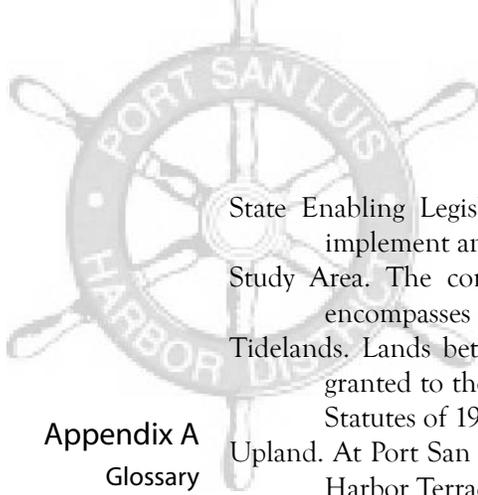
Lighstation. The complex of buildings that make up the Point San Luis Lightstation, including the historic Lighthouse, caretaker quarters, coal house, oil house, two duplexes, and various outbuildings, most of which date from the formative period (1888-1890).

LCP / Local Coastal Program. The Local Coastal Program adopted by the County of San Luis Obispo and certified by the Coastal Commission, pursuant to the California Coastal Act of 1976. The LCP includes land use plans, zoning ordinances, zoning district maps, and within sensitive coastal resource areas, other implementing actions which, when taken together meet the requirements of and implement the policies and provisions of the LCP.

Managed Public Access. Access that is restricted or not completely open to the public without escort, due to legal documents and other regulations.



- Mariculture. The cultivation of marine organisms in their natural environment. See also Aquaculture.
- Marine Leisure. A general description of activities that include, but are not limited to pier and waterfront fishing, active and passive beach use by individuals, families and small groups (less than 100 people), swimming and sunbathing, surfing and windsurfing, picnicking, etc.
- Marine. Ocean-oriented.
- Mooring Area. The area of water overlying the State tidelands designated by the Board of Commissioners as a location for the mooring of certain classes of vessels for particular periods of time, as set forth in the Water Use Plan.
- Parsons Building. The current location of the Administrative Offices of the Harbor District.
- Pecho Coast Trail. An approximately three-mile footpath leading from near the Diablo Canyon gated entry to the Lighthouse and Rattlesnake Canyon. Access to the trail is restricted to docent-led hikes per agreements with the landowner and Lighthouse documents of acquisition.
- Pier. Any wharf or pier owned by the District, located at Avila Beach or Port San Luis, County of San Luis Obispo, California, and any adjacent or adjoining landing, quay, float, structures or embankment that is intended or normally used for securing a vessel while transferring goods, merchandise and / or passengers to and from land. "Pier" shall also include all the area between the pierhead and bulkhead lines.
- Pier Stem. The area of the pier that extends from the land outward to the sea. Opposite from pier terminus, or pier end.
- Planning Areas. One of the seven planning areas at Port San Luis, including the Open Water Area, Harford Pier, The Landing, Beach and Bluff Areas, Harbor Terrace, Avila Properties, and the Lighthouse. The combination of these areas is the Master Plan "Study Area."
- Pod. A term descriptive of lease areas on Harford Pier. Pod 1 is closest to the land. (Pod 2 was a term used in the 1984 and 1994 Master Plans and is not referenced in this Plan.)
- Policy. A specific, long-term advisory statement based on goals and used to guide decision-making. A policy indicates a commitment to a particular course of action. Policies of the Port San Luis Master Plan are equivalent to the term "Standards" as used in the San Luis Bay Planning Area Land Use Element.
- PRC. Public Resource Code of the State of California.
- Public Trust (also Public Trust Doctrine). A doctrine under which the state is said to own lands lying under navigable waters and to hold such lands in trust for the benefit of the people of the state. According to this doctrine, these submerged lands may not be sold or otherwise alienated by the state except in a manner that promotes the public interest.
- Recreation. Leisure activity. At Port San Luis, recreation is generally water-oriented, including boating and fishing, water sports, sunbathing, sightseeing, etc.
- Resource Capacity. The amount of public resource / infrastructure available to serve development. Resources include Water, Wastewater (sewer), Road Capacity, and Parking.
- RV. Recreational vehicle; a vehicle designed for recreational use (as in camping); a motor home.
- Shoreline Armoring. Refers to hard protective structures such as vertical seawalls, revetments, riprap and bulkheads.
- Skiff / Skiff Storage. Skiffs are small boats used to access boats anchored or moored in the Harbor and are stored in wet or dry conditions. Skiff tie-ups provide wet skiff storage in the water adjacent to the pier. Skiff racks provide dry storage and are generally located on the pier or land and are lowered into the water with a hoist.



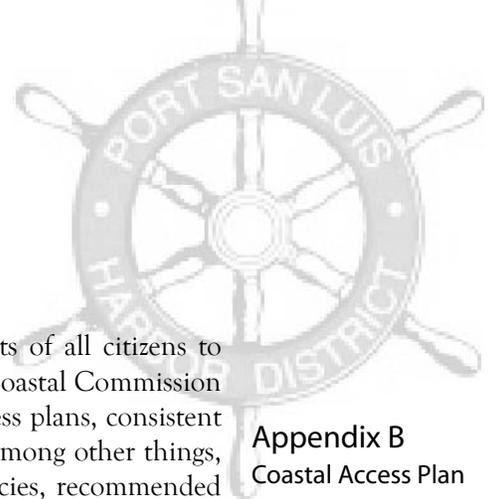
Appendix A Glossary

- State Enabling Legislation. A legal provision that gives appropriate officials the power to implement and enforce the law.
- Study Area. The combination of areas addressed in this master plan and that area that encompasses the individual planning areas.
- Tidelands. Lands between the mean high tide and mean low tide. The State tidelands area granted to the Port San Luis Harbor District are those pursuant to Chapter 647 of the Statutes of 1955, as amended by Chapter 302 of the Statutes of 1957.
- Upland. At Port San Luis, the upland property referred to is generally the land area known as Harbor Terrace, situated above Avila Beach Drive at Diablo Canyon Road.
- Use. An activity or a development that allows an activity to occur.
- Unocal Pier. The steel and concrete pier located between the two District-owned wooden piers, currently occupied by the California Polytechnic University (Cal Poly) for marine-related research.
- Vessel. Every type of watercraft, however powered, that is owned, controlled, operated or managed for public or private use in the transportation of persons or property. Such craft include but are not limited to ships, boats, barges, seaplanes, jet skis, row boats, skiffs, tenders, tugs and rafts.
- Visitor. Tourists, sightseers, patrons of restaurants, campers, beach-goers, etc.
- Visitor-serving. A coastal related use, serving the needs of visitors to coastal areas including restaurants, scenic overlooks, overnight accommodations, small shops, museums, and access features such as pathways and signage.



Appendix B

Coastal Access Plan



Port San Luis Coastal Access Plan

A. Introduction

Both the Coastal Act and the California Constitution guarantee the rights of all citizens to access and use State Tidelands. In an effort to maximize public access, the Coastal Commission recommends that each local government prepare comprehensive public access plans, consistent with §30500 of the Coastal Act, as part of Local Coastal Program (LCP). Among other things, the Coastal Commission recommends that these plans include access policies, recommended programs to provide and protect existing and future access, and standards for access (criteria for siting, design, construction, and signage).

The Port San Luis Coastal Access Plan is a component of the 2003 Port Master Plan, and sets forth Harbor District access policies and improvement plans. Many of the policies and improvements relate directly to access, including access to vessels, beaches, the waterfront, and between Port facilities. Master Plan access planning considered such needs as meeting the existing and proposed intensity of use, the continued integrity of the natural environment, as well as the ability to provide ongoing maintenance to supporting facilities. Background information on access planning challenges can be found in Chapter 2 of this Port Master Plan.

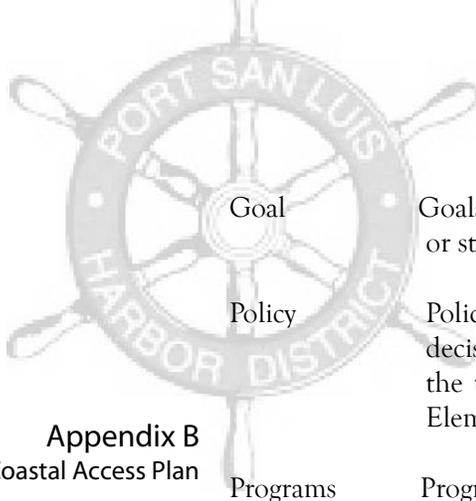
Port San Luis provides harbor services and functions; thus, providing access to vessels is essential. Boaters need regular access to the water: from getting boats into the water via launches, ramps, and hoists to reaching vessels on moorings, and alongside piers. The Port must provide non-boaters with waterfront access as well. Given that the land area of Port's jurisdiction embraces the tidelands of San Luis Obispo Bay from Avila Beach to Harford Pier, access opportunities to the shoreline occur in several areas: access opportunities exist vertically from the land or pier structures to the water and boating facilities, and laterally along the waterfront perimeter. A network of launching areas, walkways, open spaces, overlooks, boater and visitor amenities, and integrated circulation improvements serves public access and enhances the enjoyment and appreciation of the San Luis Obispo Bay waterfront. (See Figure 19, Coastal Access Plan.)

B. Access Goal, Policies and Programs

In an effort to conform to the recommendations of PRC §30500, this Coastal Access Plan presents the Port San Luis Harbor District access policies as well as other policies that support access planning and provision.

The presentation of policies below reiterates access-related policies provided in Chapter 3 of the Port Master Plan.* In order to facilitate improved access, the Coastal Access Plan recommends additional programs for some access policies. The presentation begins with Districtwide Access Policies then moves through the policies that relate to or support access that occur both Districtwide and in the seven different Planning Sub-Areas.

*The numbering of policies in the following section corresponds to the numbering of policies in Chapter 3.



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Coastal Access Plan

Goal Goals are general direction-setters. They describe an ideal future end, condition, or state that is sought for the Planning Sub-Area or issue.

Policy Policies are long-term advisory statements based on goals and used to guide decision-making. Policies of the Port San Luis Master Plan are equivalent to the term “Standards” as used in the San Luis Bay Planning Area Land Use Element.

Programs Programs are non-mandatory measures that carry out Master Plan policy and may be procedures, or recommendations for physical improvements and design techniques. Programs are equivalent to the LCP term for “Programs” as used in the San Luis Bay Planning Area Land Use Element. Descriptions of physical improvements are in the Improvement Program of Chapter 4 of this Port Master Plan.

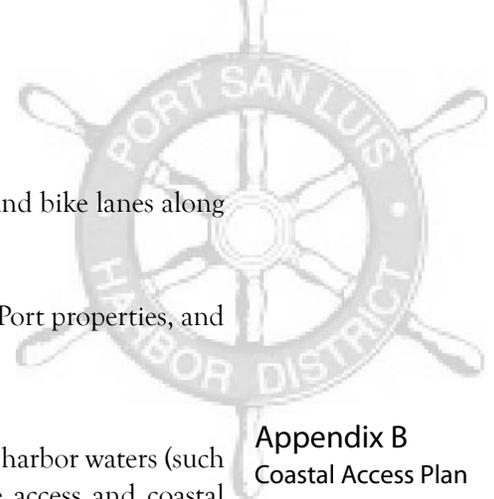
DISTRICTWIDE: The following Access Goal, Policies, and Programs apply throughout the Port San Luis Harbor District and are not limited to a single land use category or planning sub-area.

Access Goal: Adequate access for all Harbor users and visitors.

- 1. Access to Vessels and Water.** Maintain access to the water, boats, and boating facilities. Maintain the overall launching capability of the Harbor at a level only limited by demand and safety considerations, the availability of parking, economic circumstances, and dredging needs.
- 2. Road Capacity.** Reserve a portion of Avila Beach Drive road capacity to serve coastal dependent and coastal related uses at Port San Luis Harbor. Do not subject Avila Beach Drive to traffic levels exceeding the County road capacity standard for this area as established in the most current Avila Valley Circulation Study.

Recommended Programs:

- Work with the County, other agencies, lessees, and landowners to improve the safety and convenience of access routes for vehicles, pedestrians, cyclists, and others traveling in transition to and among Port properties along Avila Beach Drive.
- Support use of alternative transportation to Port San Luis that reduces demands upon road and parking capacities.
- Support transportation systems management programs and related development fee ordinances adopted by the county for reduction of traffic impacts in the Avila Valley area.



- Encourage the County to provide continuous pedestrian paths and bike lanes along the County right-of-way between Avila Beach and Harford Pier.

3. Shoreline Access. Maintain public access to the beaches, oceans, and Port properties, and enhance where feasible.

Recommended Programs:

- Allow minor interruptions to the pedestrian walkway adjacent to harbor waters (such as the sport launch) where conflicts between immediate shoreline access and coastal dependent uses would be clear.
- Evaluate the need to add public accessways to the beach; consider bluff integrity, intensity of use, cost, environmental effects, and public safety.
- Enhance signage on Port properties to better inform visitors of destinations, amenities, trails and parking areas, and to regulate pedestrian, bicycle and vehicle circulation.

4. Development Contributions to Enhanced Access. Require new commercial developments or redevelopments to provide public access improvements and enhancements, including related improvements such as interpretive exhibits, benches, and picnic tables.

Recommended Programs:

- Incorporate access enhancements including, but not limited to, contributing to boating access facilities, creating pedestrian accessways, providing appropriate landscaping, installing drinking fountains, benches, or crosswalks, contributing to educational or access signage programs, or any of the above as determined by Harbor District discretion or County development standards.
- Require new visitor developments on Harbor Terrace to integrate a safe pedestrian connection across Avila Beach Drive.

5. Parking. Maintain adequate parking to accommodate Harbor users and visitors. Require new uses to provide additional parking consistent with the County Land Use Ordinances. Approve new or expanded uses only if sufficient parking exists.

Recommended Programs:

- Organize public parking areas to mitigate parking conflicts among Harbor users and employees.
- Conduct a parking study to resolve peak period parking challenges. The study should be aimed toward the preparation and implementation of a parking management plan that considers such measures as limiting the time that vehicles may park (regulated and /or managed time limits) and creating areas for different parking needs such as RVs, vehicles towing boat trailers, passenger vehicles, trucks, busses, and motorcycles.



- Coordinate a parking program for peak season periods and special events to prevent conflicts among Port users. Measures should include but not be limited to, directing traffic to parking areas, and operation of a shuttle to parking areas.

Access-related Policies and Programs (Districtwide)

Appendix B Coastal Access Plan

DISTRICTWIDE: The following Policies and Programs relate to and support coastal access throughout the Port San Luis Harbor District and are not limited to a single land use category or planning sub-area.

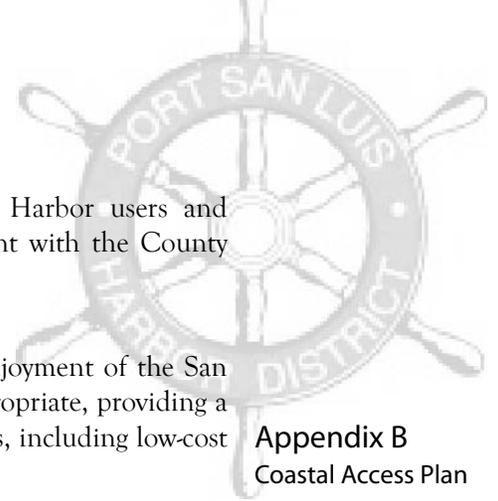
Priorities, Services, and Facilities

1. Priorities for Development of Facilities and Allocation of Service Capacity. Use priorities and policies of the California Coastal Act when determining the appropriateness of proposed uses and developments and allocating service capacity. Prior to approval of any use that is not coastal dependent, make a finding that adequate resources and services are reserved for coastal dependent uses proposed in this Master Plan. Development will reflect the priorities according to the following classifications:

- a. Coastal Dependent Uses.** The first priority is to meet the needs of uses that derive their viability directly from proximity to the ocean, including boating and fishing, Harbor operations, aquaculture and mariculture, beach activities, fish offloading, and other oceanfront recreational uses.
- b. Coastal Related Uses.** The secondary priority is to accommodate uses that relate to but do not require the presence of water, including trailer boat storage, equipment rental, and seafood processing, as well as uses that provide for the needs of waterfront visitors and workers, such as overnight accommodations, restaurants, and parking.
- c. Other Uses.** The third priority is to accommodate other uses, those uses that do not otherwise fit into coastal dependent or coastal related uses, including marine research and education, offices or general retail.

2. Service Capacity. Ensure proposed development of projects and related improvements are within the circulation and utility capacity available to the Harbor area or will be provided through a planned program of improvements. The following existing capacity limits are recognized for Avila Beach Drive road capacity and parking:

- c. Road Capacity.** Reserve a portion of Avila Beach Drive road capacity to serve coastal dependent and coastal related uses at Port San Luis Harbor. Do not subject Avila Beach Drive to traffic levels exceeding the County road capacity standard for this area as established in the most current Avila Valley Circulation Study.



d. Parking. Maintain adequate parking to accommodate Harbor users and visitors. Require new uses to provide additional parking consistent with the County Land Use Ordinances.

4. Visitor Serving and Recreational Facilities. Enhance public enjoyment of the San Luis Obispo Bay waterfront by protecting, and, where feasible and appropriate, providing a range of opportunities for coastal recreation and visitor serving facilities, including low-cost services.

5. Revenue-Balanced Activities. Provide a balanced mix of revenue and non-revenue producing uses on Port properties to support the District's public functions and to meet the needs of waterfront visitors.

Appendix B
Coastal Access Plan

Aquatic and Terrestrial Habitats

1. Marine Environments. Take action to protect marine resources and water quality in and surrounding San Luis Obispo Bay.

3. Native Vegetation. Require landscaping plans to incorporate native plant species appropriate to the site and that reflect the Port's waterfront character.

4. Land-based Sensitive Resources. Incorporate decisions and implementation measures that protect environmentally sensitive into development of Port properties.

Hazards

1. Natural Hazards. Require new development proposed in areas subject to natural hazards to be located and designed to minimize risks to human life and property.



Access-related Policies and Programs (Planning Sub-Areas)

PUBLIC FACILITIES: The following Policies and Programs relate to and support coastal access, and apply only to areas within the Public Facilities land use category of the Port San Luis Harbor District.

Appendix B Coastal Access Plan

Open Water. The following policies apply only to the Open Water Planning Sub-Area.

- 1. Water Space Distribution.** Divide water areas among moorings for commercial fishing, recreational power and sailing vessels, anchorages, navigation channels, open water areas, swimming areas, and other water uses according to the Board of Commissioners Policy and changing market demands.
- 2. Other Vessels.** Allow mooring and anchoring of industrial, commercial, governmental, and marine research vessels subject to case-by-case District determination.
- 3. Breakwater.** Consider and evaluate complete proposals to expand the breakwater protection and to develop a marina at Port San Luis.
- 5. Boat Launching Facilities.** Explore and implement methods to reduce dredging at launches.

Recommended Program:

- Carry out a study of water circulation and sand deposition around the boat launches to determine a long-term solution to eliminate the need of dredge and to provide consistent boating access.

Harford Pier. The following policies apply only to the Harford Pier Planning Sub-Area.

- 4. Pier Expansion.** Expand the width of the Harford Pier stem to the extent of the historic pier footprint to support coastal dependent uses, to increase water access, or to improve fire access.
- 5. Limited Parking.** Allow limited public parking on Harford Pier consistent with the applicable fire authority requirements.



Harford Landing. The following policies apply only to Harford Landing Planning Sub-Area.

- 2. Organize Harford Landing.** Organize Harford Landing Area to provide efficient, safe, and convenient parking and circulation for all users.

Recommended Physical Improvements and Design Techniques:

- Install low wall barrier and improve waterfront pedestrian walkway to connect to other Port properties.
- Add bike racks located in secure and convenient locations.
- Use special treatment to designate pedestrian circulation paths;
- Create central pedestrian walkway from the restaurant and Administration Building to Harford Pier.

Beach and Bluff. The following policies apply only to the Beach and Bluff Planning Sub-Area.

- 1. Public Space.** Provide space for public viewing opportunities and single-car parking at the bluff overlooks, consistent with public safety needs, including the stability of the bluffs.

Recommended Physical Improvements /Design Techniques:

- Improve one of the overlooks to provide short-term parking for ocean view opportunities from vehicles.
- Create a pedestrian-only area (mini-park) on one of the bluff overlooks.
- Provide interpretive signage of the coastal marine environment.
- Incorporate shoreline protection measures that withstand severe storm events to support road, pedestrian and bicycle routes, parking, and overlooks.

- 2. Vertical Access.** Provide adequate, safe, and convenient public access to beaches.

Recommended Program:

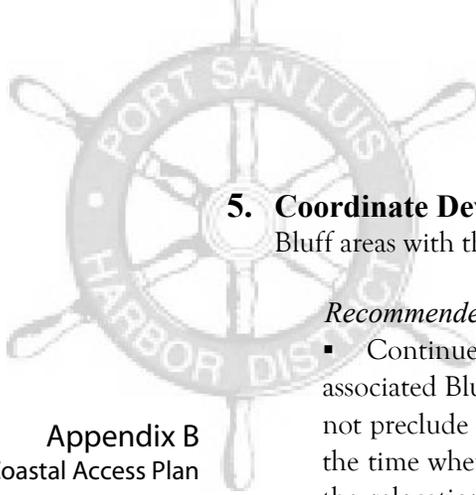
- Study the feasibility of relocating the stairways to better serve the beaches in this area; consider intensity of use, cost, public safety, and bluff integrity.

- 3. Lateral Access.** The County of San Luis Obispo will provide and maintain lateral public access along the seaward side of Avila Beach Drive via informal or formal paths and /or sidewalks. The Harbor District will coordinate District maintained accessways to connect with them where possible.

Recommended Programs:

- Encourage pedestrian and bicycle connections installed by the County of San Luis Obispo to improve the safety of pedestrians and cyclists moving between the Port and Avila Beach on Avila Beach Drive.

- 4. Small Craft Launch.** Allow public vehicle access to Olde Port Beach for boat launching purposes, consistent with public safety needs while protecting the natural resource.



Appendix B
Coastal Access Plan

5. Coordinate Development. Coordinate the planning and development of the Beach and Bluff areas with the development of visitor serving uses on Harbor Terrace.

Recommended Program:

- Continue to allow overnight recreational vehicles (RV) camping at Nobi Point, the associated Bluff area, and designated areas at Harford Landing, providing such use does not preclude or conflict with boating support activities (boat trailer parking), and until the time when a replacement location is established on Harbor Terrace. The timing of the relocation and consolidation of RVs to Harbor Terrace should be parallel to the installation of new space therein to ensure no net loss of RV camping opportunities.

6. County Right-of-Way. Prohibit relocation of Avila Beach Drive unless necessary for public safety purposes or to enable safe access to Harbor facilities.

Harbor Terrace. The following policies apply only to the Harbor Terrace Planning Sub-Area.

- 1. Development Intent.** Organize and develop Harbor Terrace to provide a range and mix of uses, with emphasis on coastal related and visitor serving uses, so that the land is financially and physically supportive of Harbor District operations.
- 2. Harbor Users.** Reserve area on Harbor Terrace to accommodate current and future Harbor District and other user needs, including gear storage, trailer boat storage, and other harbor uses.
- 3. Visitor Uses.** Provide visitor-serving retail uses that are complementary to the harbor so that this area may enhance the public's enjoyment in ways that financially and physically support the District's public functions. Include overnight accommodations and commercial uses according to market demand and feasibility. Overnight accommodations shall include a minimum of ten percent (10%) low-cost visitor serving facilities.
- 5. Pedestrian Access.** In new visitor serving developments on Harbor Terrace, incorporate measures to provide safe pedestrian access onsite, and coordinate access to the beach and to other Port facilities.
- 9. Service Restriction.** Prohibit extensions of roads, infrastructure, services, or other development connections through the Harbor Terrace property to other non-Harbor District properties. This restriction does not preclude trailhead connections.



Lighthouse. The following policies apply only to the Lighthouse Planning Sub-Area.

3. Managed Access. Promote public access to the Point San Luis Lighthouse.

Recommended Programs:

- Support actions by the Lighthouse Keepers to rebuild the historic pier near Lighthouse Beach.
- Continue to work with the local utility company to provide docent-led hikes via the Pecho Coast Trail to the Lighthouse.

4. Parking and Staging. Allow parking on port property or provide other appropriate parking and staging to accommodate visitors to the Lighthouse.

Recommended Programs:

- Provide flexible parking area at Harford Landing. Consider using one or a combination of the Avila Beach parking lot, Harford Landing, Harbor Terrace, and Bluff Areas as needed.

RECREATION: The following Policies and Programs relate to and support coastal access, and apply only to areas within the Recreation land use category of the Port San Luis Harbor District.

Avila Beach and Pier. The following policies apply only to the Avila Beach and Pier in the Avila Planning Sub-Area.

1. General Recreational Value. Provide opportunities for passive recreation, fishing, and other compatible uses at Avila Beach and Pier.

4. Water Access. Provide a mix of water access facilities at Avila Pier.

Recommended Physical Improvements and Design Techniques:

- Provide skiff racks on the pier.
- Install additional access improvements under the pier.
- Install additional skiff tie-ups.

5. Vehicle Access on Pier. Allow restricted vehicle access through the Front Street plaza to the Pier for with oversight and permission of the County of San Luis Obispo and the Harbor District.



Avila Beach Parking Lot. The following policies apply only to the Avila Beach Parking Lot in the Avila Planning Sub-Area.

1. Parking Standard. Maintain a minimum of 300 parking spaces in the Avila parking lot for public beach and pier parking. Use revenues from a paid parking program to support Avila facilities.

Recommended Program:

- Provide clear signs to indicate the location of beach parking areas to ensure that these spaces remain available for coastal-dependent users.

C. Coastal Access Facilities Inventory

The following descriptions list the current primary access facilities and supporting access facilities at the Port. Facilities are presented by Planning Sub-Area location. The main access facility is Avila Beach Drive, which is the only vehicle route to the Port and connects the Port properties, extending from Harford Landing to Avila Beach. The roadway is also the primary pedestrian and bicycle connections between these areas. Each individual Planning Sub-Area includes various primary and supportive access facilities to serve the public needs to boats, the beaches, and to connect Port properties. (See Coastal Access Plan—Primary Facilities, Figure 19)

Road -- Avila Beach Drive

The only vehicular access to the Port is along Avila Beach Drive, which is controlled by the County of San Luis Obispo. This arterial also serves as the primary access route for the power plant at Diablo Canyon. As such, it is a critically important access road, extending from Highway 101 to the entrance to the Port near the Diablo Canyon Road intersection. Avila Beach Drive is also a crucial link for continuous, safe, and convenient bicycle and pedestrian connections to Port San Luis. The segment of road encompassed within the Port San Luis Planning Area extends for over one mile between San Luis Obispo Creek Bridge and Harford Pier.



Open Water Planning Sub-Area

Primary Water Access

- Recreational Moorings
- Commercial Moorings
- Transient / Guest Moorings

Access Support

- Parking (Harford Landing, Avila Parking Lot, Avila Beach Drive)

Appendix B
Coastal Access Plan

Harford Pier Planning Sub-Area

Primary Water Access

- Public Hoists (4)
- Private Hoists (2)
- Public Landings (3)
- Private Landings (1)
- Sport Fishing Access
- Water Tours
- Skiff Tie Ups
- Skiff Racks

Access Support

- Work Dock
- Bilge & Sewer Pumpout
- Bait & Tackle
- Solid Waste Collection
- Recycled Oil Container
- Diesel Fuel Facilities
- Parking (Pier & Landing)
- Fish Cleaning Station
- Ice House

Other Access

- Open Pier / Viewing
- Pier Overlook
- Parking (Pier & Landing)

Access Support

- Restaurants
- Restrooms
- Benches

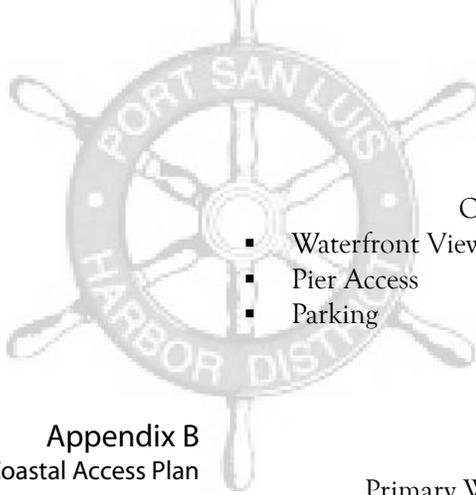
Harford Landing Planning Sub-Area

Primary Water Access

- Trailer Boat Launch
- Mobile Boat Launch
- Water Taxi Service
- Pier Access
- Trailer Boat Parking
- Parking (standard)
- Scuba Launch

Access Support

- Boat Repair Yard
- Boat Wash-down Area
- Hazardous Waste Collection
- Solid Waste Collection
- Showers / Restrooms
- Marine Supply
- Trailer Boat Storage (Harbor Terrace)
- Gear Storage (Harbor Terrace)
- Gas Fuel Dock



Appendix B
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Other Access

- Waterfront Viewing
- Pier Access
- Parking

Access Support

- Restaurant
- Restrooms
- Benches / Picnic Tables
- Tram Stop

Beach & Bluffs Planning Sub-Area

Primary Water /Beach Access

- Small Boat Launch
- Beach Stairs
- Handicap Ramp
- Parking (Avila Beach Drive)

Access Support

- Restrooms
- Lifeguard Station

Lighthouse Planning Sub-Area

Primary Access

- Pecho Coast Trail
- Lighthouse Driveway
- Lighthouse Beach

Access Support

- Parking (Bluffs/Avila Beach Drive)
- East Parking Lot
- Picnic Tables
- Museum
- Docent-program

Avila Beach Planning Sub-Area

Primary Water Access (Pier)

- Public Hoists (1)
- Public Hoists (1)
- Public Landings (1)
- Open Pier Fishing
- Skiff Storage (Wet-50 l.f.)

Access Support

- Parking (Avila Lot)
- Fish Cleaning Station
- Bait & Tackle

Primary Access (Beach)

- Stairways
- Handicap Ramps
- Pier Access
- Swimming Area

Access Support

- Parking (Avila Lot)
- Lifeguard Towers
- Lifeguard Headquarters
- Public Restrooms
- Beach Showers
- Observation Decks
- Picnic/BBQ Area
- Children's Play Area
- Stepped Seating Area
- Volleyball Area



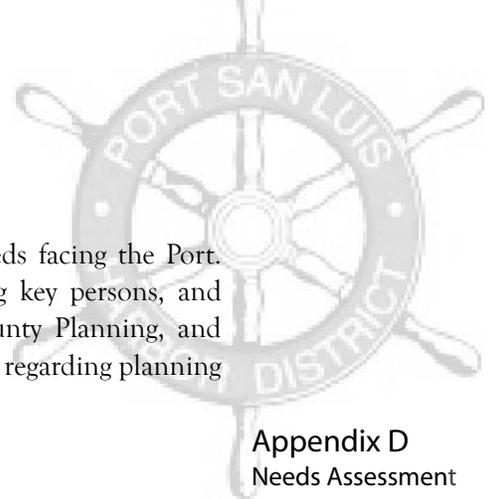
Appendix C

Permitting Boundary Maps



Appendix D

Needs Assessment



Needs Assessment Process

Several methods were used to help with the assessment of issues and needs facing the Port. The methods included hosting three community workshops, interviewing key persons, and conducting two public outreach surveys; consulting Harbor District, County Planning, and Coastal Commission Staff; and, reviewing numerous documents and studies regarding planning and operations at Port San Luis.

A. Public Workshops

Three public workshops kicked off the planning process and were held between May 31, 2001 and June 12, 2001 in Avila Beach, San Luis Obispo, and the Arroyo Grande /Five Cities area. Good input was received from all three workshops; similar comments and priorities were expressed, as well. Each workshop facilitated community input through exercises where participants listed ideas, issues, and concerns for consideration in the planning process. Issues were submitted for six planning areas, plus a catchall category, “other issues.”

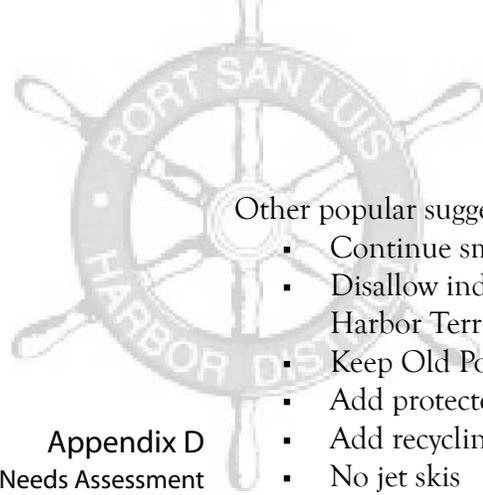
1. Lighthouse
2. Harford Pier and Landing
3. Harbor Terrace
4. Olde Port and Fisherman’s Beaches
5. Avila Beach and Pier
6. Open Water (mooring)
7. Other Issues (Miscellaneous)

Although some of the suggested ideas were not physically, financially, or environmentally feasible, participants were encouraged to propose anything in which they were interested. After the community submitted ideas, they were asked to prioritize the ideas and issues. Although the exercise was not intended to be a scientific survey, at the end of the exercise there were clearly ideas and issues that were strongly and commonly supported and others that were more controversial. Each workshop is summarized below.

The First Workshop was in Avila Beach, and had a strong turn out of about 60 people, 10 of which were staff and Harbor commissioners. During the priority exercise, the Harford Pier ranked as the top priority category with Harbor Terrace and Avila Beach and Pier coming in a close second, and the mooring area coming in third. For the individual issues and ideas:

Top priorities:

- Add breakwater in mooring area
- Enlarge breakwater at mooring area – go east
- Keep lighthouse trail open at all times – no guide needed
- Consider Yurt / teepee camping
- Add marina (protected slips) in Harford Pier area
- Add permanent dingy dock in Harford Pier area
- Incorporate a broad use campground on Harbor Terrace
- Add more mooring near Avila



Appendix D Needs Assessment

Other popular suggestions:

- Continue small boat access at pier
- Disallow industrial uses in the future lease out existing mobile home properties at Harbor Terrace
- Keep Old Port and Fisherman's Beaches the same and keep fire ring.
- Add protected slips in the mooring area with vehicle parking
- Add recycling bins throughout
- No jet skis

Lowest priority:

- Allow public to drive on lighthouse access road
- Incorporate a gift shop at the lighthouse
- Housing for the public on Harbor Terrace

Controversial items:

- Provide low cost camping at Harbor Terrace
- Add protected marina
- Increase small funky commercial uses on Avila Pier
- Add picnic tables at Avila Beach and/or Pier
- Add fire pits to Avila Beach

The Second Workshop was in San Luis Obispo and had a turn out of about 20 people, 10 of which were staff and Harbor commissioners. During the priority exercise, the mooring area ranked as the top priority category with Harbor Terrace and Harford Pier coming in a close second. For the individual issues and ideas:

Top Priorities:

- Expand breakwater
- Skiff storage
- Breakwater/slips

Other popular suggestions:

- Rebuild pier at lighthouse
- Provide guest dock (pier side) 200+ feet long
- Provide slips and marina in mooring area

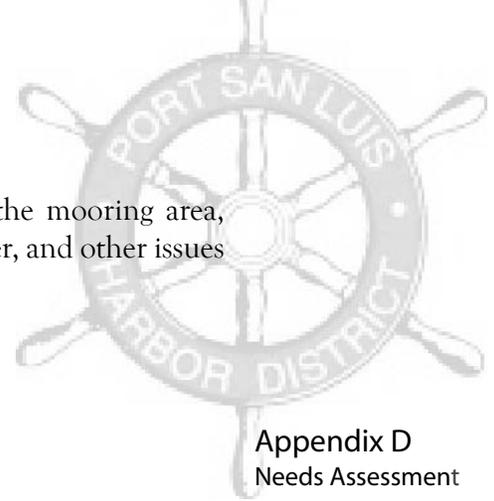
Lowest priority items:

- Prohibit two stroke engines (MTBE concern)
- Hotel conference facilities at Harbor Terrace
- Avoid competition with downtown Avila businesses

Controversial items:

- Motor home camping at Harbor Terrace

The Third Workshop was in Arroyo Grande and had a turn out of about 25 people, 10 of which were staff and Harbor commissioners. When prioritizing the main categories



during the priority exercise, the results evenly distributed between the mooring area, Avila Beach and Pier, and Harbor Terrace. The lighthouse, Harford Pier, and other issues were close behind. For the individual issues and ideas:

Top priorities:

- Protected marina with slips in mooring area
- Expand breakwater in mooring area
- RV parking and camping on Harbor Terrace
- Repair and maintain Harford Pier
- Continue to support commercial and sport fishing
- Dredge around Harford Pier area
- Keep beaches clean and maintained
- Maintain and support commercial fishing industry

Lowest priority items:

- Pier-related retail on end of Avila Pier
- More lights on Avila Beach

Controversial items:

- Invite cruise ship activity
- Keep beaches open to all (no closing hour)
- Close beaches at midnight

B. Outreach Surveys

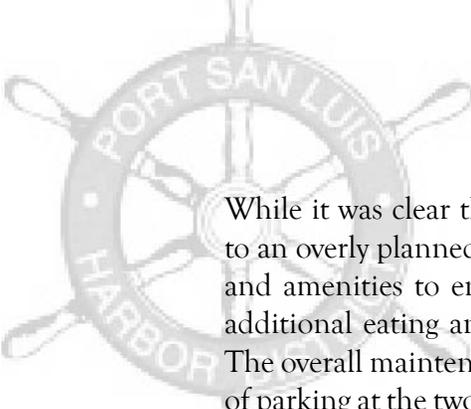
Two non-scientific surveys also solicited public input. The first was a survey of 3,000 random Harbor District constituents, lessees, and yacht club members, plus a combination of Harbor and beach visitors, and online respondents (survey available on Port website). In addition, the survey was available online for several months on both sides of Allowable Uses hearing (Fall 2001). The survey queried public opinion on existing and potential uses of Port property, the condition and operation of facilities, and provided space for additional commentary. The summary of the survey population is shown on the next page.

Survey Statistics Summary

Sample Population= 3,000 random sample of Harbor District jurisdiction, 500 Port accounts, 65 Port visitors.

Total respondents by Geographic Area

Nipomo Respondents	36
South County	155
Avila Beach/Valley.....	46
San Luis Obispo.....	147
Rural Arroyo Grande/Edna Valley.....	55
Other/Outside Area	109
 Total	 548



Appendix D
Needs Assessment

While it was clear that the public enjoys the working ambiance of the Port (as opposed to an overly planned and fabricated atmosphere), respondents appreciate having services and amenities to enhance their visit. In particular, respondents indicated a desire for additional eating and drinking establishments and educational / interpretive exhibits. The overall maintenance of the Harbor was perceived to be average, as was the availability of parking at the two public lots, although parking at the beach was considered difficult at times. Many comments indicated need for increased and improved facilities for boating access, especially for floating docks, hoists, and skiff racks. Walkway improvements between the Port and Avila Beach were mentioned several times as necessary to improve the safety and experience of this route for walkers and cyclists.

The second survey addressed how mooring lessees' and yacht club members' access vessels. The survey queried typical practices and preferences for getting to boats in the water and differentiated among commercial, power, and sailing vessels. Over 50% of mooring lessees use skiffs to reach vessels as compared to 44% who usually use the water taxi. 46% of respondents indicated a desire for additional skiff storage space, with most respondents indicated a desire to store skiffs at Harford Pier but also very strong support for space to support boaters at the Avila facilities.

C. Harbor Commission Workshops

Planning issues were discussed at the following Public Hearings:

- June 19, 2001 (Regular Meeting, Master Plan Update Kickoff)
- July 17, 2001 (Special Meeting, Goals Workshop)
- October 9, 2001 (Special Meeting, Land and Water Uses Workshop)
- November 13, 2001 (Special Meeting, Policies Workshop)
- May 28, 2002 (Regular Meeting, Progress Report to Commission)
- June 10, 2002 (Special Meeting, Design Workshop)
- August 27, 2002 (Regular Meeting, Unresolved Issues)

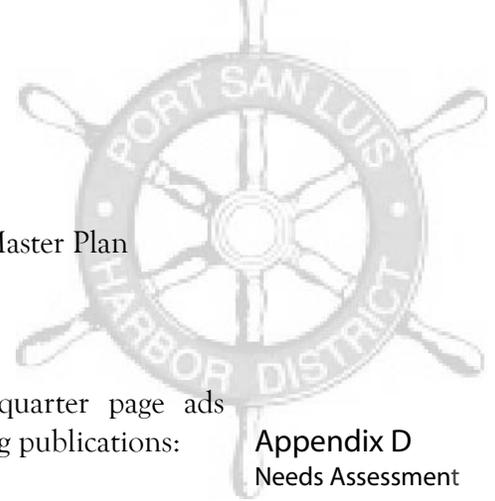
D. Stakeholder Meetings/Advisory Committee Meetings

The following meetings helped refine Master Plan use and development concerns:

Individual Meetings: With Harbor Commissioners, property owners, Coastal Commission staff, Coastal Conservancy staff, County, Port tenants, and other interested parties.

Advisory Committee Meetings: Information was also presented to several Advisory Committees and at regular meeting of Avila Valley Advisory Committee. Met with Chairs of Avila Valley, Nipomo, and Edna Valley Advisory Committees. Presentation to AVAC August 12, 2002.

Consensus-building Meetings: Land uses at Avila properties and Harbor Terrace with Avila Community representatives, County Supervisor Pinard, and Port San Luis. Future meetings planned for continued discussion of same area and other topics as they evolve.



E. Media Efforts

Public outreach used a range of media to solicit public input on the Master Plan development.

Print

Total expenditures on press approximately \$5100.00, including quarter page ads advertising the Master Plan Update Public Workshops in the following publications:

Avila Community News

San Luis Obispo Tribune (Countywide; readership approximately 97,000)

Adobe Press (Nipomo; readership 8,000)

Gazette (Countywide; readership 50,000)

Times Press Recorder (5 Cities area; readership 7,500 to 8,000)

Television

Cable Televised Broadcasts of Harbor Commission meetings on Master Plan Update.

Website

- Website posting of Commission calendar, especially as related to Master Plan Update.
- Website notice of methods to participate in update process, including upcoming community meetings.
- Online survey (see above).
- Draft Port Master Plan posted online.
- Ability to receive public input on the Draft Port Master Plan

F. Key Person Interviews and Consultations

California Department of Forestry

California Coastal Commission, Central Coast Office

County of San Luis Obispo Department of Planning and Building

Representatives from Avila Community Advisory Committee

Representatives from Oceano/Halcyon Advisory Committee

Representatives from Nipomo Advisory Committee

Representatives from Edna Valley Advisory Committee

Representatives from Lighthouse Keepers

Representatives from Avila Community Services District

Representatives from Patriot Sportfishing

Representatives from Front Street Enhancement Committee

Representatives from Avila Beach Community Service District

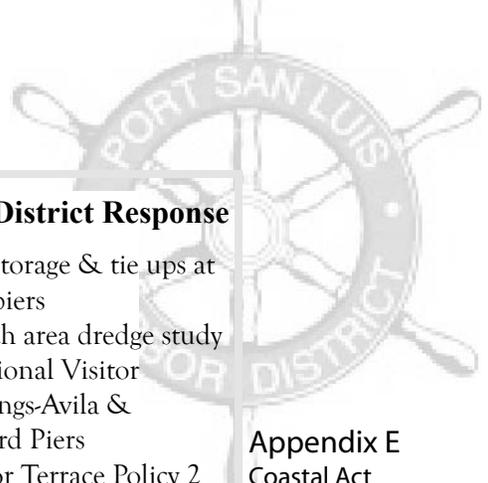
SLO County Supervisor Katcho Achadjian

SLO County Supervisor Peg Pinard



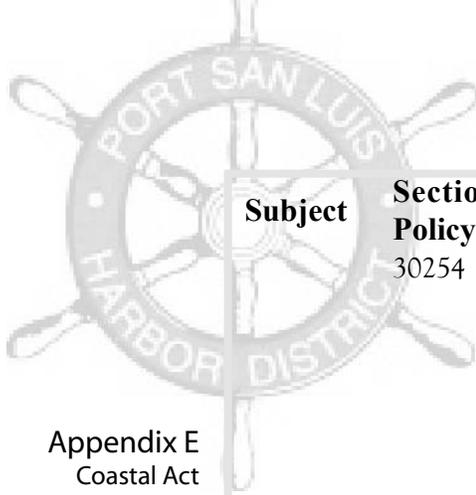
Appendix E

Coastal Act Consistency Checklist



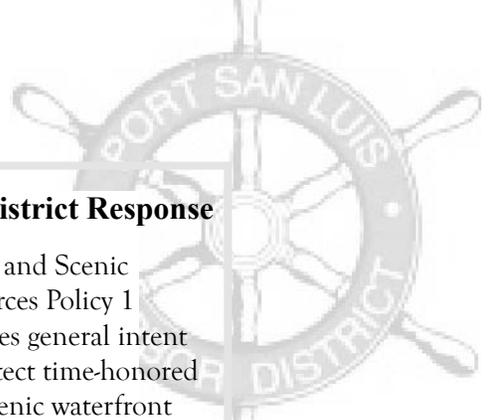
Subject	Section/ Policy	Coastal Act Language	Harbor District Response
Priority of Uses	30224	Increased recreational boating use of coastal waters shall be encouraged...by developing dry storage areas, increasing public launching facilities, providing additional berthing space...limiting non-water dependent land uses that congest access corridors and preclude boating support facilities... and by providing for new boating facilities in natural harbors...	<ul style="list-style-type: none"> ▪ Skiff storage & tie ups at both piers ▪ Launch area dredge study ▪ Additional Visitor Landings-Avila & Harford Piers ▪ Harbor Terrace Policy 2 reserves area on Harbor Terrace for trailered boat storage ▪ Access Policy 3 Road Capacity Reserve
	30234	Facilities serving commercial fishing and recreational boating industries shall be protected and where feasible upgraded. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational facilities shall where feasible be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.	<ul style="list-style-type: none"> ▪ Open Water Policy 1 limits water area conflicts ▪ Priorities Policy 3 recognizes and protects boating and fishing activities as important to Port San Luis ▪ Improvement Plan recommends numerous upgrades to fishing and boating facilities including new landings, skiff storage, improve parking area circulation and capacity at Landing parking lot ▪ Improvement Plan recommends improved storage facilities on Harbor Terrace
	30234.5	The economic, commercial and recreational importance of fishing activities shall be recognized and protected.	<ul style="list-style-type: none"> ▪ Priority Policy 3 recognizes and protects boating and fishing activities

Appendix E
Coastal Act
Consistency

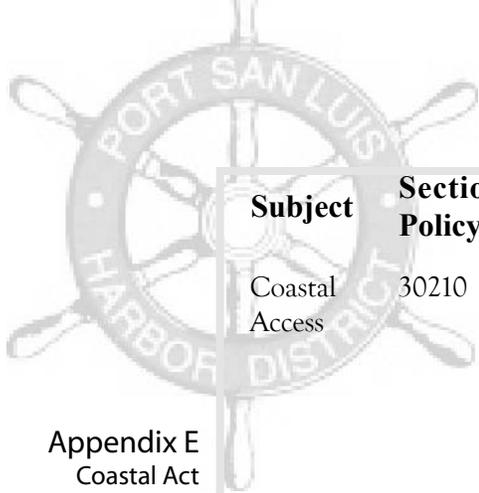


Appendix E
Coastal Act
Consistency

Subject	Section/ Policy	Coastal Act Language	Harbor District Response
	30254	<p>...(partial) Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor serving land uses shall not be precluded by other development.</p>	<ul style="list-style-type: none"> ▪ Priority Policy 1 gives preference to coastal dependent uses in development decisions and reserves Harbor District services and resources ▪ Priority Policy 4 provides for the protection and enhancement of recreational and visitor serving uses, including low cost. ▪ Access Policy 3 reserves road capacity for coastal dependent and coastal related uses
	30255	<p>Coastal dependent developments shall have priority over other developments on or near the shoreline...shall not be sited in a wetland...should be accommodated within reasonable proximity to the coastal dependent uses they support.</p>	<ul style="list-style-type: none"> ▪ Priority Policy 1 gives preference to coastal dependent uses in development and use decisions ▪ Harbor Terrace Policy 2 reserves area to serve existing and future harbor users
Lower-cost visitor-serving opportunities	30213	<p>Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.</p>	<ul style="list-style-type: none"> ▪ Priority Policy 4 protects and provides for low cost public amenities ▪ Avila Beach and Pier Policy 1 designates these properties for waterfront recreational uses ▪ Beach and Bluff Policy 1 indicates intent to provide public waterfront overlooks ▪ Harbor Terrace Policy 3 stipulates inclusion of low cost visitor facilities

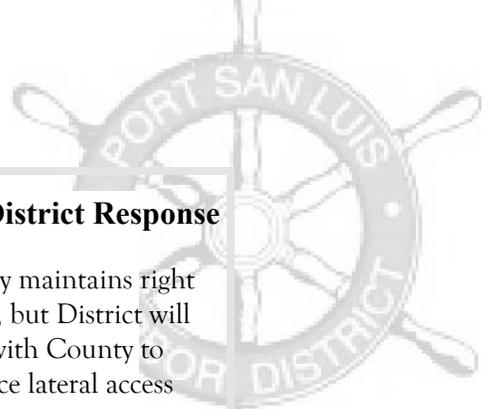


Subject	Section/ Policy	Coastal Act Language	Harbor District Response	Appendix E Coastal Act Consistency
Visual Resources	30251	The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of the surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated...by local government shall be subordinate to the character of the site.	<ul style="list-style-type: none">▪ Visual and Scenic Resources Policy 1 provides general intent to protect time-honored and scenic waterfront character▪ Visual and Scenic Resources Policy 2 requires site and design measures to protect visual qualities on coastal bluffs and hillsides▪ County LCP Coastal Policies and Development Standards also govern land-based development, including landform alteration and community character.	



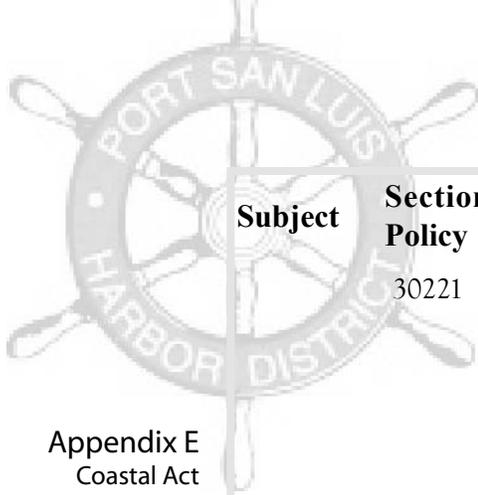
Appendix E
Coastal Act
Consistency

Subject	Section/ Policy	Coastal Act Language	Harbor District Response
Coastal Access	30210	<p>...Maximum access shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource areas from overuse.</p>	<ul style="list-style-type: none"> ▪ Access Policy 1 promotes boating and water access ▪ Access Policy 5 provides for additional public access amenities with new development ▪ Access Policy 2 provides for shoreline access ▪ Avila Beach and Pier Policy 3 provides public access to beaches and waterfront. ▪ Beach and Bluff Policy 1 provide access at bluff areas for viewing ▪ Beach and Bluff Policy 2 provides vertical access to beaches ▪ Beach and Bluff Policy 4 imparts access to small boat launch on beach ▪ Lighthouse Policies 2 and 3 promote public access to the Lighthouse site. ▪ Priorities Policy 4 provides low cost visitor opportunities ▪ Improvement Plan Program (Districtwide-Access) recommends comprehensive signage program to be developed



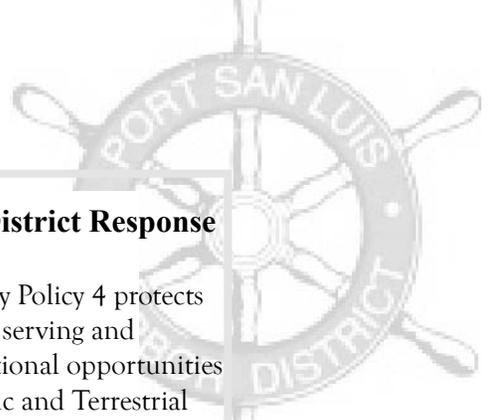
Subject	Section/ Policy	Coastal Act Language	Harbor District Response
	30212	(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects...	<ul style="list-style-type: none">▪ County maintains right of way, but District will work with County to enhance lateral access connections▪ Improvement Plan for Beach and Bluffs recommends additional stairway with new visitor serving development of Harbor Terrace
	30212.5	Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.	<ul style="list-style-type: none">▪ Parking areas are distributed among Port facilities, including Harford Pier, Harford Landing, the proposed East Parking Lot, the proposed Beach and Bluffs, proposed for Harbor Terrace, Avila Beach Drive, and Avila Parking Lot
	30214	Public access policies shall be implemented to regulate the time, place, manner of public access, depending on the facts and circumstances of each case.	<ul style="list-style-type: none">▪ Provided through Harbor District Code of Ordinances
	30220	Coastal Areas suited for water oriented recreational activities that cannot readily be provided at inland areas shall be protected for such use.	<ul style="list-style-type: none">▪ Avila Beach and Pier Policies 1,4 provide ocean dependent recreational opportunities to the public▪ Ocean boat launching for recreational boaters provided at harbor launches▪ Three public beaches provide public waterfront recreational opportunities

**Appendix E
Coastal Act
Consistency**



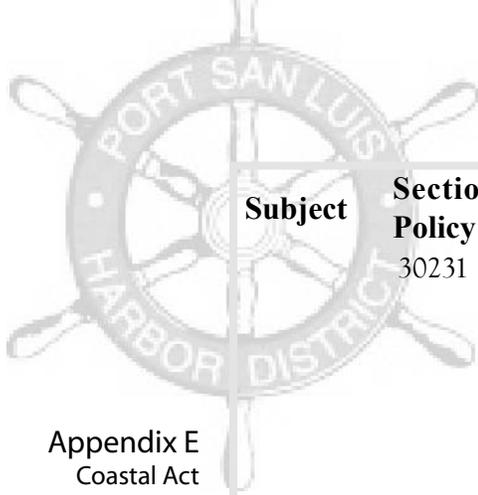
Appendix E
Coastal Act
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Subject	Section/ Policy	Coastal Act Language	Harbor District Response
	30221	Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.	<ul style="list-style-type: none"> ▪ Same as above
	30223	Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.	<ul style="list-style-type: none"> ▪ Harbor Terrace Policies 1 and 3 state intent to serve harbor users, including boat trailered boat storage and visitor-serving uses ▪ Harbor Terrace Policy 3 accommodates future harbor user needs ▪ Avila Parking lot serves parking needs of recreational beach and pier visitors
Environmentally Sensitive Habitats	30240	(a) ESH shall be protected against any significant disruption of habitat values and only uses dependent on those resources shall be allowed within those areas.	<ul style="list-style-type: none"> ▪ County LCP provides development standards to protect environmentally sensitive habitats.



Subject	Section/ Policy	Coastal Act Language	Harbor District Response
Marine Resources & Water Quality	30230	<p>(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</p>	<ul style="list-style-type: none">▪ Priority Policy 4 protects visitor serving and recreational opportunities▪ Aquatic and Terrestrial Habitats Policy 4 protects sensitive land and cultural resources through site and design▪ Aquatic and Terrestrial Habitats Policies 1,2,3 protects marine environments through actions and decision making▪ Beach and Bluff Policy 1 consider bluff area stability for improvements▪ Harbor Terrace Policy 4 encourages environmental sensitive designs and techniques▪ County LCP provides additional development standards to protect environmentally sensitive habitats.
		<p>Marine resources shall be maintained, enhanced and where feasible restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes.</p>	<ul style="list-style-type: none">▪ Aquatic and Terrestrial Habitats Policy 1 protects marine environments through actions and decision making▪ Aquatic and Terrestrial Habitats Policies 2,3 promote clean boating through education and require implementation of best management practices▪ Harbor District Code of Ordinances protects against polluting discharges into San Luis Obispo Bay

Appendix E
Coastal Act
Consistency



Appendix E
Coastal Act
Consistency

Subject	Section/ Policy	Coastal Act Language	Harbor District Response
	30231	The biological productivity and quality of coastal waters, streams, wetlands, estuaries and lakes...shall be maintained and where feasible restored through...minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies...maintaining natural vegetation buffer areas that protect riparian habitats and minimizing alteration of natural streams.	<ul style="list-style-type: none"> ▪ Aquatic and Terrestrial Habitats Policy 1 includes reference to actions to protect upstream impacts. ▪ Harbor District Code of Ordinances protects against polluting discharges into San Luis Obispo Bay ▪ County development standards apply to development of land and riparian areas
	30222.5	Oceanfront land that is suitable for aquaculture shall be protected for that use.	<ul style="list-style-type: none"> ▪ Policies Open Water 4, Harford Pier 3, Lighthouse 5, Harbor Terrace 6, and Avila Beach & Pier 4,6 permit aquaculture and mariculture uses or support facilities
Archaeo-logical Resources	30244	Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	<ul style="list-style-type: none"> ▪ Archaeology Policy 1 protects cultural resources through site and design treatments ▪ County LCP provides additional development standards to protect cultural resources
Public Service Capac-ities	30250	(a) New...development...shall be located within, contiguous with or in close proximity to existing developed areas able to accommodate it....	<ul style="list-style-type: none"> ▪ County LCP standard



Subject	Section/ Policy	Coastal Act Language	Harbor District Response	Appendix E Coastal Act Consistency
30254		<p>(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.</p> <p>(c) Visitor-serving facilities that cannot be feasibly located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.</p> <p>...(partial) Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor serving land uses shall not be precluded by other development.</p>	<ul style="list-style-type: none">▪ County LCP standard ▪ County LCP designates visitor serving areas and allowable uses in designated use categories ▪ Priority Policy 1 reserves resources to serve priority uses	



Appendix F

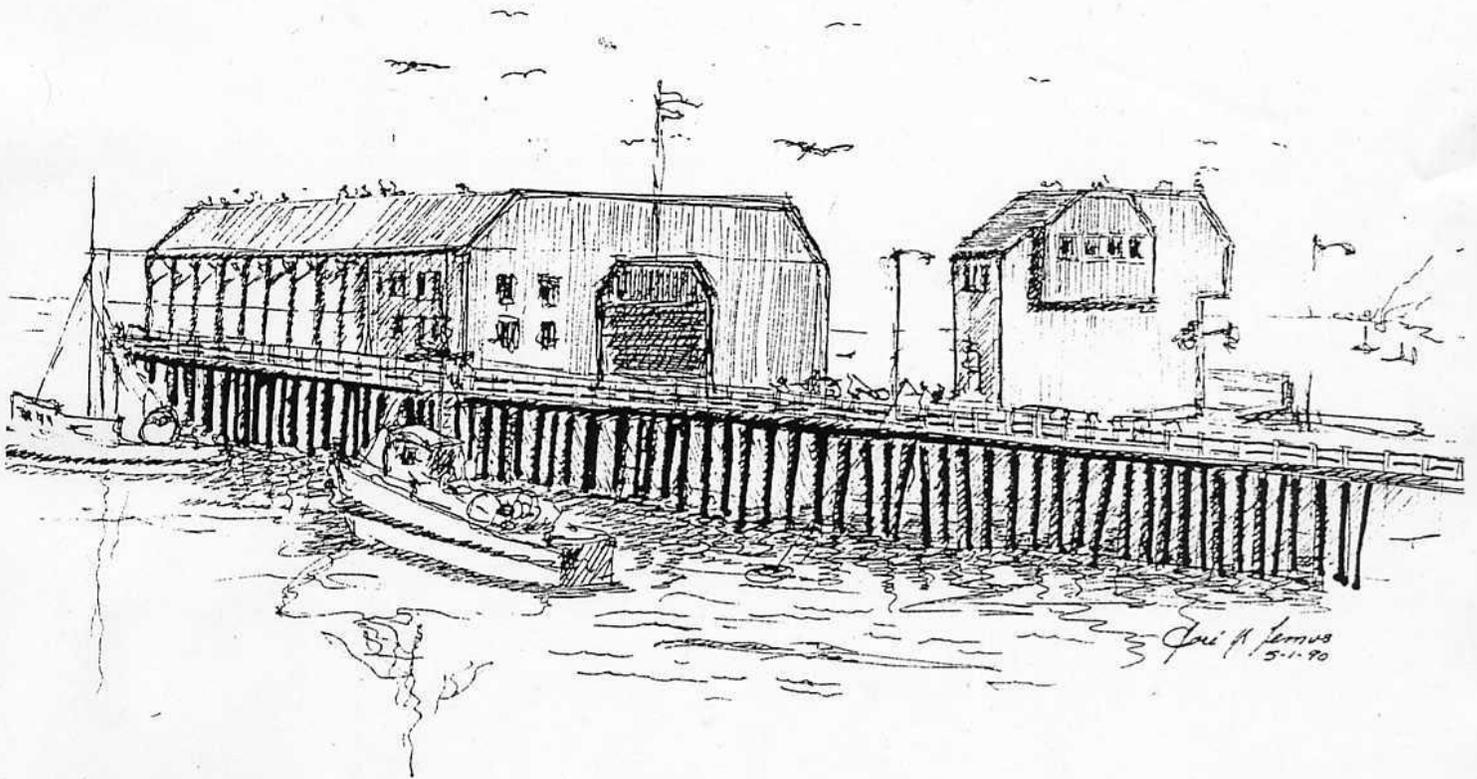
Harford Pier Design Guidelines



Design Guidelines

June 1990

for Harford Pier





INTRODUCTION

The Port San Luis Harbor District, a special district that retains jurisdiction over Harford Pier in San Luis Obispo Bay, have determined that architectural design guidelines for all future building construction on Harford Pier is necessary to preserve and enhance the established historical and cultural significance of existing structures.

The intent of these guidelines is to establish a direction or theme for the design of all future building construction on Harford Pier and serve as a catalyst to encourage and promote creative and appropriate design solutions.

The existing buildings on Harford Pier vary not only in design elements, but also in the degree of deterioration. The existing historical and cultural significance of the Harford Warehouse is a prime example of design character that must be preserved and enhanced in future structures. The Harford Ice House facility, which was constructed in 1988, is another structure whose design was both sensitive and responsive to surrounding forms and materials. These guidelines will be in reference to the architectural design themes of both the Harford Warehouse Canopy and the Harford Pier Ice House facility.

PORT SAN LUIS HARBOR DISTRICT
HARFORD PIER

DESIGN PARAMETERS

HEIGHT

ROOF FORMS

HORIZONTAL RHYTHM

PROPORTION OF OPENINGS
(Doors and Windows)

ALTERATIONS

NEW ADDITIONS

MATERIALS

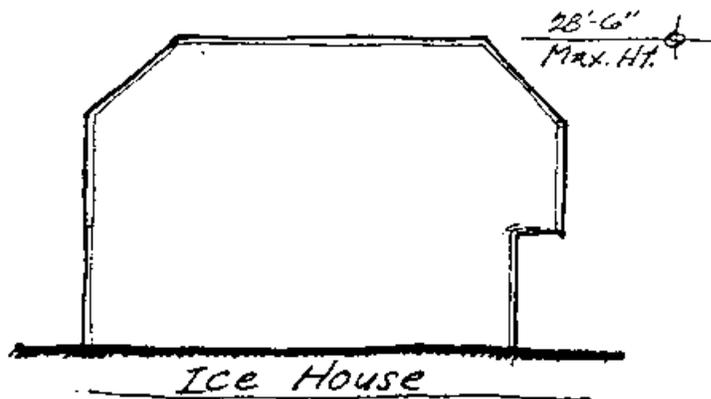
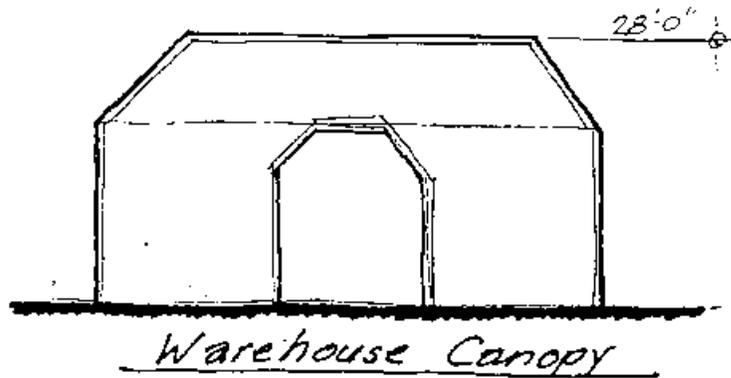
COLOR



HEIGHT

Additions to existing buildings and new construction should be designed to fall within the established height of the existing structures, notably the Warehouse Canopy and Ice House. Height greater than 28'-6" will not be allowed.

Note: Pier deck is above mean tide 16'-6" plus 28'-6" = 45'-0". (San Luis Obispo County Land Use Ordinance L.U.O. Sec. 23.04.124 Public Facilities)

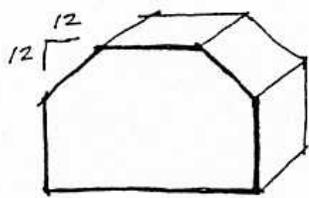


ROOF FORMS

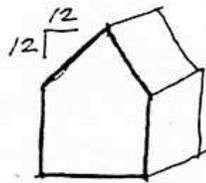
A strong architectural and structural form already exists in the existing Warehouse Canopy over the Old Post Office. This in turn has been recognized and incorporated into the more recent Ice House roof form.

This roof form with a pitch of twelve to twelve (12:12) should be maintained for all future construction on the Pier. Variation in architectural roof forms may still be achieved with a simple variation of allowable height and variable width dimensions. Decorative detailing may also be appropriate through the use of special materials forms proportion and colors.

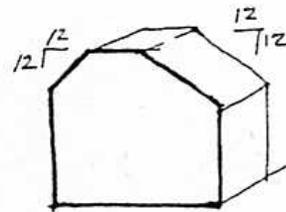
Forms



A.

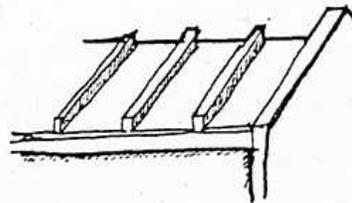


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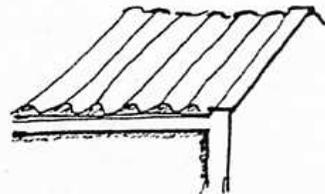


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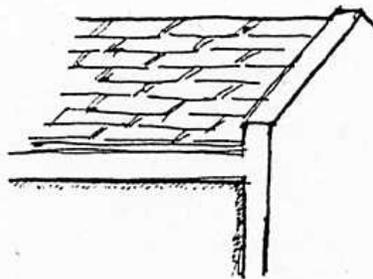
Roof Materials



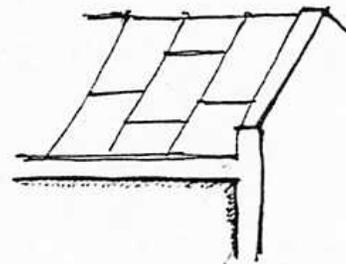
Metal Standing Seam



Metal Corrugated.



Composition Shingles

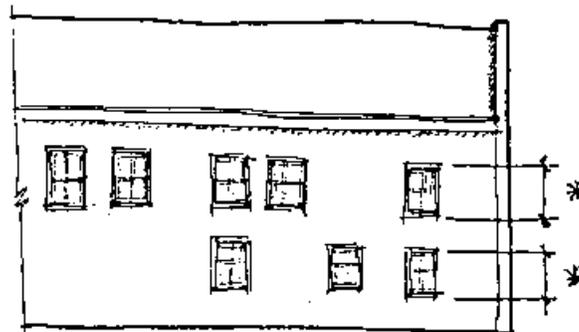


Metal roof w/
low profile Seam.



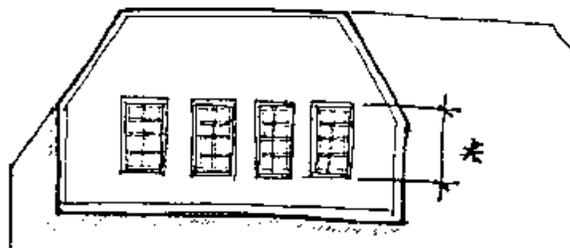
HORIZONTAL RHYTHM

Closely related to the pattern of openings on a building facade is a rhythm of elements. Moving along repeated elements of similarity creates a continuous band, developing into a shared element of its own. For example, the alignment of windows and window sill on the Ice House upper level strongly suggests a disciplined and deliberate pattern or band. These existing common horizontal elements should be genuinely respected and enhanced. A clear visual division between pedestrian level and upper level floors should be maintained. Typically, the ratio of solid wall to window and door openings of this period is such that it respects the structural integrity and wall area required for stability and safety.



Warehouse Canopy

** Distinct horizontal bands of similarly sized and shaped elements.*



Ice House

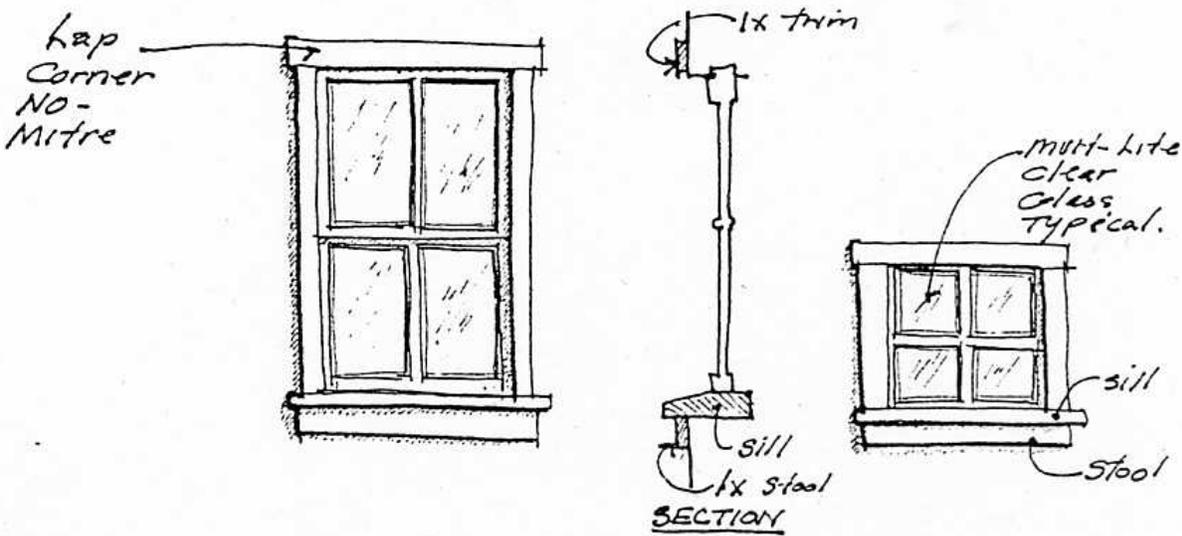
NOTE: Glazed areas are basically "Holes" in a larger wall area.



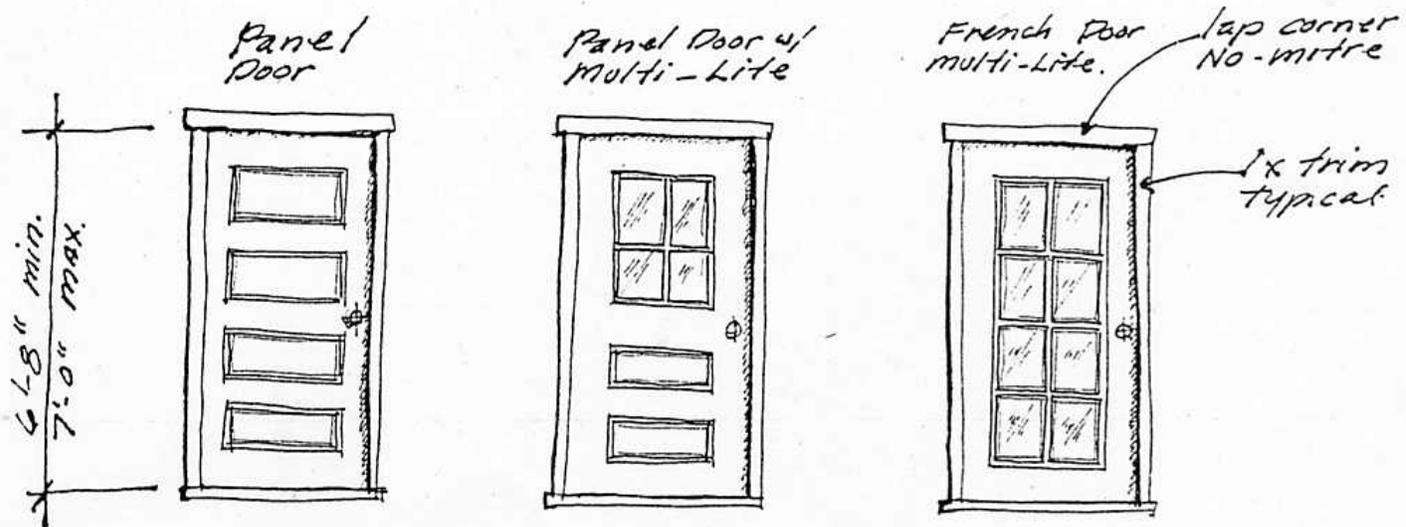
PROPORTION OF OPENINGS (Doors and Windows)

The predominate window openings are that of a narrow and vertical proportion. With particular attention to the existing Old Post Office, the openings stacked and/or aligned above each other with two or more window widths between openings.

Usually there is a greater amount of glazed open area at the pedestrian level. As a criteria for future new construction or remodeling, the existing proportion and spacing of openings should be maintained.



Window Types



Door types



ALTERATIONS

As a general approach, any and all proposed alterations to the existing building, such as the Warehouse Canopy and the Ice House, should respect the original design and architectural style of that period. Do not attempt to make an alteration look "historical" or older than it really is. This tends to discredit the truly historical origin of the building. If the restoration of the original facade rather than a contemporary design is desired, the restoration should be based on a solid historical documentation such as photographs or as-built drawings, not a "best guess".



NEW ADDITIONS

A modern addition to an older building or group of buildings is the most sensitive and difficult design issue to manage. The following criteria should be strongly considered when planning and evaluating a new addition:

A. **Preserve Significant Historic Materials and Features**

Avoid constructing the addition on the primary or other character-defining facade. Secondly, minimize loss of historic material on exterior walls. Building finishes used for the addition should be similar in material, quality, color, character and dimension to those used on the existing structure.

B. **Preserve the Character of the Building**

The scale (size and proportion) of the addition should be compatible with the original building. Care should be taken so that the buildings profile is not radically changed.

C. **Make a Visual Distinction Between Old and New**

Avoid a phony historical look. Additions should be sensitive and sympathetic to the base building, yet be a good design product of its own time. Have shared elements create a sense of visual relatedness.



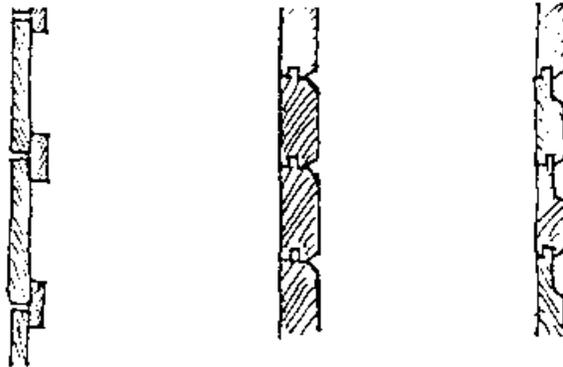
MATERIALS (Exterior Siding)

The structural construction material may be varied, but common facing or finish material should maintain a continuity and similarity.

The dominant exterior finish material used on existing structures is wood. Some existing wood members are simply naturally weathered, other buildings have an application of stain. The continued use of wood materials with a stain treatment is strongly encouraged in new construction. The exterior wood facing is found in both a horizontal and vertical application. It is recommended that new construction have wood siding installed vertically. (For a recommended pallet of wood stain and colors, see the criteria for color.)

Typically used are wood doors and windows with a 1x wood trim. Also used on the Ice House are aluminum windows white in color with wood trim. This similarity in application is and can continue to be compatible and in line with these guidelines.

As for quality of the material considered, use the highest quality that the budget will allow. In addition, use materials that are compatible in quality, color, texture, finish and dimension to those found as being common in the project area.



Board & Batten

torque & groove.

*Vertical
Wood Siding Application.*

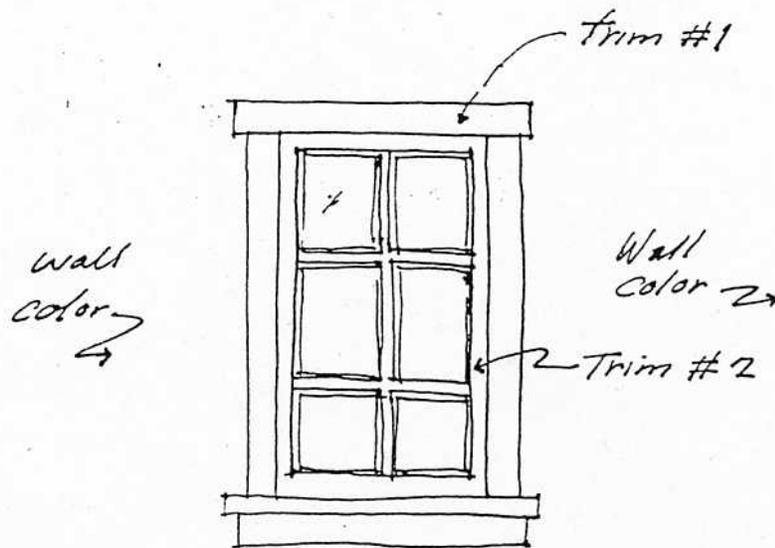


COLOR

Colors on the south and west facades will appear warmer than the same color applied to the North or East facades. In addition, the weathering of the colors will differ on the different facades. Keep in mind that the larger and plainer the building, the more subtle the color should be. The use of more intense color and detailing is more applicable to smaller buildings or facades.

Avoid the more intense hues of a color. Avoid using more than one vivid color per building. Avoid using colors that are disharmonious with other colors used on the building or found on adjacent buildings.

Relate paint or stain colors to natural material colors found on the proposed buildings.



Note: Facia to match trim #1 at Roof.



LIST OF MATERIALS AND COLORS

Exterior Walls

Wood paneling or siding with a vertical pattern. Texture and relief of the finish can vary from the existing board and batten application of the Warehouse Canopy to the tongue and groove butt joint siding on the Ice House.

Roof Materials

Flat roof areas:

- Class 'A' 4 ply built-up roof
- Metal roofing

Sloping roof areas:

- Composition shingles
- Metal roof
 - Raised - standing seam
 - Corrugated metal
 - Flat - low profile seam

Window Openings

Wood - double hung with multi-lite glazing. (appearance) 1x trim

Aluminum - double hung with multi-lite glazing. (appearance) Integral color on the aluminum windows. 1x trim with sill and stool.

Window openings to have a wood trim treatment all around.

Door Openings

Wood doors with multi-panel articulation. An incorporation of a multi-lite glazing area within a portion of or the entire door may be appropriate.



LIST OF MATERIALS AND COLORS
(Continued)

Colors and Stains

Exterior Wood Finishes*:

- Olympic stain - Cape Cod Gray with
Calif. Rustic - Rustic White as a trim or accent treatment
- Olympic stain - No. 911 with Cuprinol with
Northern White No. 99 as a trim or accent treatment

Optional accent treatment - Calif. Rustic - No. 908

* The intent here is to provide a narrow range of colors and treatments. Other combinations of these or similar colors must be evaluated for their appropriateness.

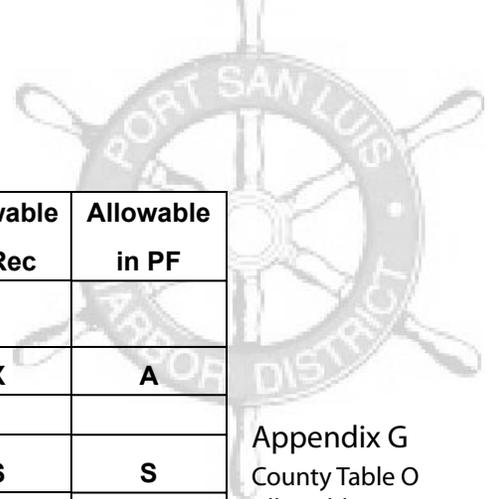
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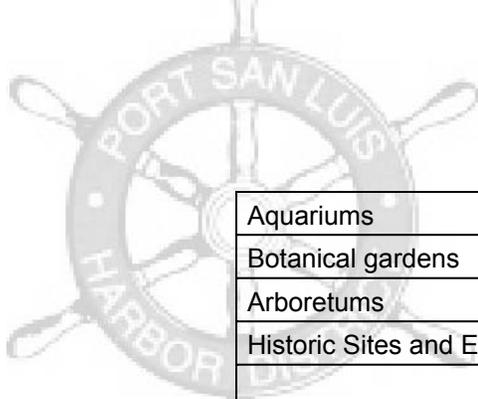
Appendix G

SLO County Allowable Uses
From Table O



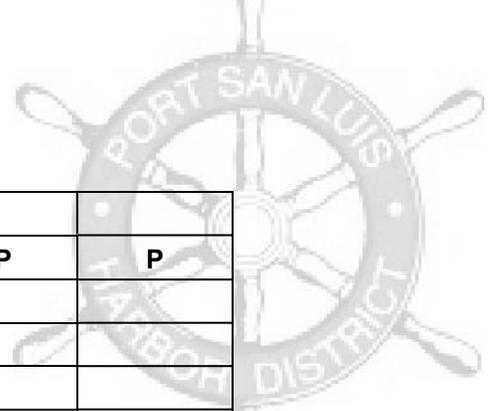
Use Groups	Allowable in Rec	Allowable in PF
Communications		
Broadcasting Studios	X	A
Communications Facilities	S	S
Cultural, Education & Recreation		
Coastal Accessways	P	P
Land areas, Pathways and Improvements that may be used for access to shoreline or other coastal resource such as a stream.		
Pathways		
Trails		
Overlooks		
Improvements for accessways such as parking, lighting, structural improvements such as retaining walls, stairs, signs, picnic tables and restrooms.		
Indoor Amusements	S-P	S-P
Arcades		
Card Rooms		
Billiard and Pool Halls		
Bowling Alleys		
Ice Skating and Roller Skating		
Dance Halls, Clubs and Ballrooms (as principal use)		
Gymnasiums		
Reducing Salons		
Health and Athletic Clubs, including sauna, spa, tubs		
Tennis, Handball, Racquetball		
Indoor Archery and Shooting Ranges		
Libraries and Museums	S-P	P
Libraries		
Museums		
Art Exhibitions		
Planetariums		

Appendix G
County Table O
Allowable Uses



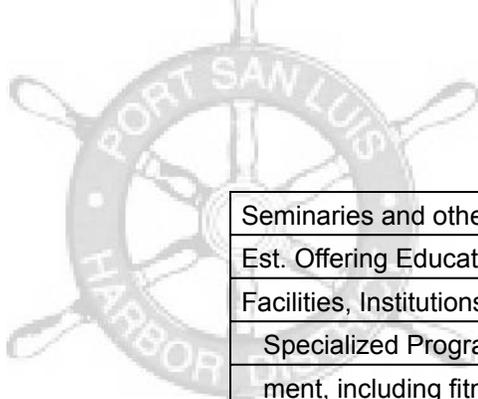
Appendix G
County Table O
Allowable Uses

Aquariums		
Botanical gardens		
Arboretums		
Historic Sites and Exhibits		
Marinas	S-P	S-P
Yachting and Rowing Clubs		
Boat Rental		
Storage and Launching Facilities		
Sportfishing Activities		
Excursion Boat and Sight-seeing Facilities		
Other Marine Related Facilities including but not limited to :		
Fuel Sales		
Boat Engine Repair and Sales		
Membership Org. Facilities	S	A
Facilities for Membership Based Orgs including:		
Business Orgs.		
Prof'l Membership Orgs		
Labor Unions and Similar Orgs		
Grange and Farm Centers		
Civic, Social, and Fraternal Orgs		
Political Orgs		
Not including Country Clubs assoc. w/ Golf Courses		
Outdoor Sports and Recreation	S-P	S-P
Amusement, Theme and Kiddie Parks		
Golf Courses		
Golf Driving Ranges and Mini Golf Courses		
Skateboard Parks and Water Slides		
Go-Cart and Mini Auto Race Tracks		
Recreation Equipment Rental		
Health & Athletic Clubs w/ Predomin. Outdoor Facilities		
Tennis Courts		
Swim and Tennis Clubs		
Play Lots, Playgrounds and Athletic Fields (non-profess'l)		
Recreation and Community Centers		



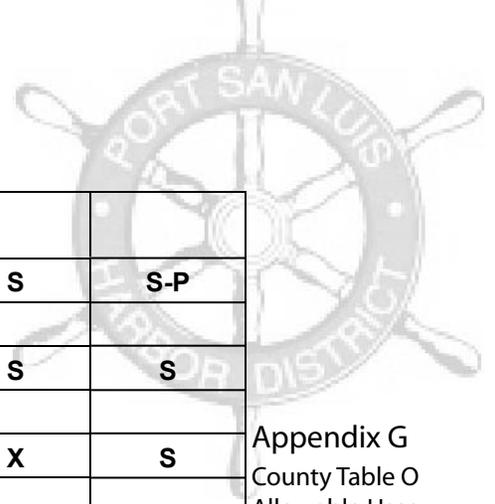
Passive Recreation	P	P
Riding and Hiking Trails		
Nature Study		
Asso'd limited Structural Improvements for the above, such as steps, fences, signs.		
Public Assembly & Entertainment	A	P
Public & Semi-public Auditoriums		
Exhibition and Convention Halls		
Civic Theatres, Meeting Halls and Facilities for "live" Theatrical Presentations or Concerts by Bands and Orchestras.		
Motion Picture Theatres		
Amphitheatres		
Meeting Halls for Rent		
Similar Public Assembly Facilities		
Rural Recreation and Camping	S-P	S
Outdoor Archery		
Pistol, Rifle and Skeet Clubs and Facilities		
Health Resorts		X
Hunting and Fishing Clubs		X
Recreational Camps		
Group or Organized Camps		
Incidental Seasonal Camping Areas w/o facilities		
Equestrian Facilities		
Boat Storage and Launching Facilities accessory to a camping facility		
Schools - Specialized Education & Training	S	S
Music Schools		
Dramatic Schools		
Language Schools		
Driver Ed Schools		
Ballet and Other Dance Studios		

Appendix G
County Table O
Allowable Uses



Appendix G
County Table O
Allowable Uses

Seminaries and other Training for Religious Ministries		
Est. Offering Educational Courses by Mail		
Facilities, Institutions and Conference Centers that offer		
Specialized Programs in Personal Growth and Development, including fitness, environmental awareness,		
Arts, Communications, and Management.		
Schools - College & University*	X	P
Junior Colleges		
Colleges		
Universities		
Professional Schools		
*requiring for admission high school diploma or GED and		
granting associate arts degrees, certificates, undergraduate and graduate degrees.		
Schools - Pre to Secondary	S	S-P
Social Service Organizations	X	S-P
Sports Assembly	S	S
Stadiums and Coliseums		
Arenas and Field Houses		
Race Tracks (Auto and Animals)		
Motorcycle Racing and Drag Strips		
Other Sports Considered Commercial		
Temporary Events	S	S
Any use of a structure or land for an event for a limited		
period of time where site is not to be permanently		
altered by grading or construction of accessory facilities.		
Include but not limited to Art Shows, Rodeos, Religious		
Revivals, Tent Camps, Outdoor Festivals and Concerts		



Manufacturing & Processing		
Electric Generating Plants	S	S-P
Recycling Collection Stations	S	S
Recycling and Scrap	X	S
Resource Extraction		
Water Wells and Impoundment	S-P	S-P
Retail Trade		
Eating & Drinking Places	S-P	X
Restaurants, Bars and Other Establishments selling prepared foods and drinks for On-Premise Consumption, as well as facilities for Dancing and Other Entertainment that are Secondary to the Principal Use of the Establishment.		
Drive-In Restaurants		
Lunch Counters and Refreshment Stands selling Prepared Food and Drinks for Immediate Consumption.		
Food & Beverage Retail Sales	S-P	X
Retail Establishments Primarily Engaged in Selling Food for Home Preparation and Consumption, as well as the Retail Sale of Pkg'd Alcoholic Beverages for Consumption Off-premises, including Wine Tasting Facilities.		
General Merchandise Stores	S-P	X
Asst'd New and Used Merchandise Wares		

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Allowable Uses



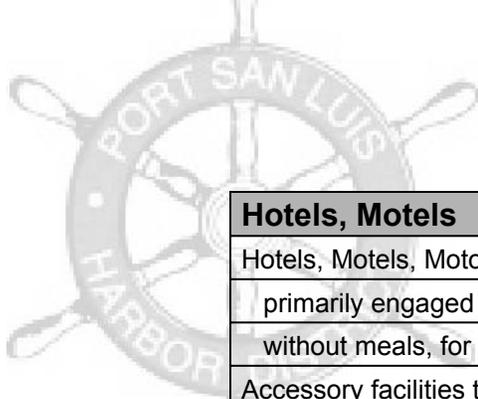
Appendix G
County Table O
Allowable Uses

Outdoor Retail Sales	S	S
Temporary Retail Trade Establishments including:		
Farmer's Markets		
Sidewalk Sales		
Seasonal Sales (Christmas Trees, pumpkins e.g.)		
Semi-annual sales of Art or Handcrafted items in Conjunction with Community Festivals or Art Shows		
Retail Sales or Products sold from Vehicles in Right of Way		
Roadside Stands	S	X
Open Structures for Retail Sale of Ag Products, located on the site where products being sold were grown.		
Services		
Correctional Institutions	X	S-P
Financial Services	S	X
Banks and Trusts		
Lending and Thrift Institutions, Credit Agencies		
Brokers and Security Dealers		
Security and Commodity Exchanges		
Holding Companies		
Investment Companies		
Vehicle Finance Leasing Agencies		
Health Care Services	S	A
Medical, Dental and Psychiatric Offices		
Medical, Dental Labs		
Outpatient Care Facilities		
Allied Health Services		
Similar Health Facilities		
Offices	X	A
Professional or Governmental Offices (Assorted)		
Offices, Temporary	S	S



Personal Services	S	X
Non-Medically Related Services generally involving:		
Beauty and Barber Shops		
Shoe Repair Shops		
Saunas and Hot Tubs		
Laundromats		
Dry Cleaning (small scale and pick up)		
Clothing Rental		
Dating and Escort Services		
Funeral Parlors		
Public Safety Facilities	S	P
Fire Stations		
Other Fire Prevention and Firefighting Facilities		
Police and Sheriff Substations and Headquarters		
Interim Incarceration Facilities (not jails)		
Storage, Accessory	S	S
Indoor or Outdoor Storage of Various Materials on the same		
Site as a Principal Building or Land Use which is other		
than Storage, which supports the Activities or Conduct of		
the Principal Use.		
Storage Yards and Sales Lots	X	S
Temporary Construction Yards	S	S
Waste Disposal Sites	S	S-P
Transient Lodgings		
Bed and Breakfast	S-P	S

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County Table O
Allowable Uses



Appendix G
County Table O
Allowable Uses

Hotels, Motels	S-P	S
Hotels, Motels, Motor-hotels, Tourist Courts or Cabins		
primarily engaged in overnight or temporary lodging, with or		
without meals, for the general public.		
Accessory facilities to, including		
Swimming Pools		
Tennis Courts		
Indoor Athletic Facilities		
Accessory Meeting and Conference Facilities		
Recreation Vehicle Parks	S-P	S
Motorhomes, trailers, campers or tents		
May include accessory food and bev (incidental)		
Transportation		
Harbors	X	S-1-P
Commercial and Recreational Fishing		
Fisheries and Hatcheries		
Seafood Processing		
Ship and Boat Building and Repair		
Marine Hardware Sales and Service		
Yachting and Rowing Clubs		
Petroleum Storage and Handling		
Eating and Drinking Places		
Food and Beverage Retail Sales		
Sporting Goods and Clothing Stores		
Personal Services		
Service Stations		
Vehicle and Freight Terminals		
Hotels and Motels		
RV Parks		
Boat Storage and Miscellaneous Storage Facilities		
Plus Everything in Marinas (and Marine Terminals)		



Marine Terminals and Piers	S	S-P
Establishments providing:		
Freight		
Petroleum Production and equipment and Passenger Transportation on Water, including support services, facilities, and terminals.		
Towing and tugboat services		
Marine Cargo Handling, including operation and maintenance buildings, ship cleaning, salvaging, dismantling, boat building, warehouses and repair.		
Includes petroleum and petroleum product transportation and storage facilities as well as support services including ballast processing facilities and oil spill cleanup and recovery equipment, but does not include refineries or petroleum storage tank farms.		
Pipelines and Transmission Lines	S	S
Public Utility Facilities	S	S
Transit Stations and Terminals	S	A
Passenger stations for vehicular and rail mass transit systems, Terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses,		
Vehicle Storage	S	A

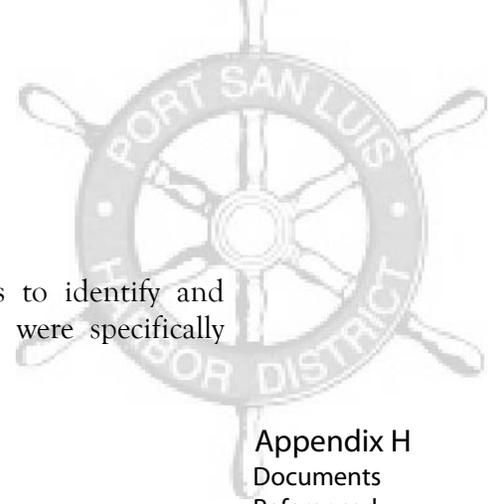
Appendix G
County Table O
Allowable Uses

NOTE: Agriculture, Residential, Wholesale Trade are not listed in this Table.



Appendix H

Documents Referenced



Appendix H Documents Referenced

The following documents were used during the planning process to identify and understand issues relating to the Study Area. Not all documents were specifically referenced in the body of the Plan.

Avila Beach Specific Plan, San Luis Obispo County (March 2001).

Avila Circulation Study, Administrative Draft, San Luis Obispo County (August 2001).

California Coastal Act of 1976, Coastal Act Guidelines.

County of San Luis Obispo Land Use Element, San Luis Bay Planning Area (Coastal) as revised (June 2001).

County of San Luis Obispo Framework for Planning (Coastal Zone).

County of San Luis Obispo Draft Phase 1 Periodic Review Implementation (July 2002).

Design Guidelines for Harford Pier, RRM Design Group (June 1990).

Draft General Re-Evaluation Report, Port San Luis Harbor, San Luis Obispo County, CA, US Army Corps of Engineers (April 1988).

Economic and Financial Considerations Regarding the Harbor Terrace Project, Williams-Kuebelbeck and Associates, Inc. (June 1997).

Financial Analysis of Alternative Land Uses, Crawford, Multari and Clark (1992).

Harbor Commission Resolutions Nos. 01-11 and 01-12 regarding the Cal Poly Marine Institute/UNOCAL Pier. (September 2001).

Final Environmental Impact Report for Harbor Terrace, Douglas Wood and Associates (April 1998).

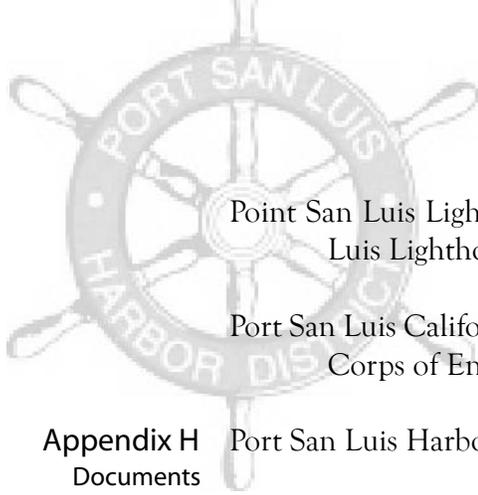
Memorandum of Understanding between the Port San Luis Harbor District and the Point San Luis Lighthouse Keepers (May 26, 1998).

Pecho Coast Trail Accessway Management Plan, Perspective Planning (May 1989).

Periodic Review of the San Luis Obispo County Local Coastal Program, California Coastal Commission (June 2001).

Point San Luis Light Station Access Analysis, Point San Luis Lighthouse Keepers (1996).

Appendix H
Documents
Referenced



Point San Luis Lightstation Historic Structures Report and Treatment Plan, Point San Luis Lighthouse Keepers (November 2000).

Port San Luis California Navigation Improvement Economic Benefits Analysis, US Army Corps of Engineers (September 1985).

Appendix H Port San Luis Harbor District Code of Ordinances.

**Documents
Referenced**

Port San Luis Harbor District, Mobile Boat Hoist Facility Improvements Study, Moffat & Nichols (February 1990).

Port San Luis Harbor District Port Master Plan (May 1994).

Port San Luis Harbor District, RFP/Invitation for Coastal Development Harbor Terrace, Ocean View Lease Site, Port San Luis Harbor District (March 2000).

Port San Luis Harbor District: Fueling Facility Alternatives, Greiner, Inc. (June 1992).

Port San Luis Harford Pier and Land Area Site Planning Studies, Board of Commissioners Special Workshop, Jay Elder (November 1993).

Port San Luis Master Plan Review, Attachment A, Raymond K. Belknap (November 1990).

Port San Luis Master Plan Review, Raymond K. Belknap (November 1990)

Port San Luis Pier Utilization and Capacity Study, MDW Associates (December 1982).

Port San Luis Resource Capacity Study, Crawford Multari and Starr (June 1997).

Public Access Action Plan, California Coastal Commission (June 1999).

Request for Proposals, Operation of Port Facilities, Port San Luis Harbor District (January 1998).

San Luis Obispo Lightstation Utilization Program, Port San Luis Harbor District (October 1990).

Soils Engineering Investigation for Harbor Terrace Recreation Vehicle Park and Facility, Port San Luis, CA, Pacific Geoscience (December 1987).

Soils & Geologic Hazards Study, Harbor Terrace, Port San Luis, CA, Earth Systems Consultants of Northern California (May 1985).

Subsurface Assessment Harbor Terrace Development, Earth Systems Consultants of Northern California (June 1995).

Utilization Plan, Point San Luis Lighthouse (October 1990).



Appendix H
Documents
Referenced



Rocky shoreline between Avila and Olde Port Beaches.



Appendix I

State Tidelands Grant

~~(c) Any court in which any person is convicted of operating a motor vehicle while under the influence of intoxicating liquor, shall, unless the court, in case of the first conviction only, recommends to the department that there be no license suspension, require the surrender to it of any operator's or chauffeur's license held by such person and the court shall thereupon forward any said license to the department.~~

~~(d) Nothing in this section as amended shall change any suspension or revocation made under the authority of this section prior to the amendment hereof.~~

CHAPTER 302

An act to amend Section 1 of Chapter 647 of the Statutes of 1955, relating to tidelands and submerged lands in San Luis Obispo County.

In effect
September
11, 1957

[Approved by Governor May 6, 1957. Filed with
Secretary of State May 8, 1957.]

The people of the State of California do enact as follows:

SECTION 1. Section 1 of Chapter 647 of the Statutes of 1955 is amended to read:

Section 1. There is hereby granted to the Port San Luis Harbor District, hereinafter called "district," a political subdivision of the State of California, and to its successors, all the right, title, and interest now held by the State of California by virtue of its sovereignty, in and to all lands, salt marsh, tidelands, submerged lands, and swamp and overflowed lands described as follows:

That portion of San Luis Bay lying within the tract bounded by a line beginning at the point of intersection of the O.H. W.M. along the shore of the Pacific Ocean and the most southerly line of Lot 7 in Block 14 of Tract No. 57, El Pismo Manor No. 1, as per map thereof recorded in Book 5, page 76 of Maps in the Office of the County Recorder of the County of San Luis Obispo, State of California, thence due South, into the Pacific Ocean, a distance of 3 miles, thence N 60° W 5500 feet, thence N 80° W 7000 feet, thence S 70° 19' 57" W 16,180 feet, thence N 30° E 3 miles, more or less, to the intersection with O.H. W.M. of the Pacific Ocean, said intersection bearing S. 27° 58' 11" W 190 feet, from that certain lighthouse at Point San Luis having a latitude of 35 degrees, 9 minutes, 37.28 seconds North and longitude 120 degrees, 45 minutes, 35.38 seconds West, thence following the line of Ordinary High Water Mark along the shore of San Luis Bay to the point of beginning, together with all salt marsh, tidelands, submerged lands and swamp and overflowed lands within San Luis Creek.

To be forever held by said district, and its successors, in trust for the uses and purposes and upon the express conditions following, to-wit:

(a) That said lands shall be used by said district, and its successors, for the establishment, improvement and conduct of a harbor, including an airport or aviation facilities, and for the construction, maintenance and operation thereon of wharves, docks, piers, slips, quays and other utilities, structures, facilities and appliances necessary or convenient for the promotion and accommodation of commerce and navigation by air as well as by water, and for the construction, maintenance and operation thereon of public buildings and public parks and playgrounds, and for public recreational purposes, and said district, or its successors, shall not at any time, grant, convey, give or alien said lands, or any part thereof, to any individual, firm or corporation for any purposes whatsoever; provided, that said district, or its successors, may grant franchises thereon for limited periods (but in no event exceeding 50 years), for wharves and other public uses and purposes and may lease said lands, or any part thereof, for limited periods (but in no event exceeding 50 years), for purposes consistent with the trust upon which said lands are held by the State of California, and with the requirements of commerce and navigation at said harbor, and collect and retain rents from such leases, franchises and privileges including those certain leases (1) between the State of California and Port San Luis Transportation Company, dated April 13, 1951, as amended March 26, 1954 (P. R. C. 560.1), (2) between the State of California and the Union Oil Company of California, dated February 28, 1941 (Lease 675/PC—33.9), (3) between the State of California and the Union Oil Company of California, dated November 21, 1949 (Lease P. R. C. 478.1), and (4) between the State of California and California Packing Corporation and Carmel Canning Company, dated September 5, 1951 (P. R. C. 644.1).

(b) That said lands shall be substantially improved by said district within 10 years of the effective date of this act without expense to the State, and shall always remain available for public use for all purposes consistent with the trust under which the State holds sovereign lands, and the State of California shall have at all times the right to use, without charge, all wharves, docks, piers, slips, quays, and other improvements and facilities constructed on said lands, or any part thereof, for any vessel or other watercraft or aircraft, or railroad, owned or operated by the State of California. If the State Lands Commission determines that the district has failed during said 10-year period to improve said lands as herein required, all right, title, and interest of said district in and to all lands granted by this act shall cease and said lands shall revert and vest in the State."

(c) That in the management, conduct or operation of said harbor, or of any of the utilities, structures, appliances or facilities mentioned in paragraph (a), no discrimination in rates, tolls, or charges or in facilities for any use or service

in connection therewith shall ever be made, authorized or permitted by said district or its successors.

(d) There is hereby reserved, however, in the people of the State of California the absolute right to fish in the waters of said harbor with the right of convenient access to said waters over said lands for said purposes together with the right of navigation.

(e) There is hereby excepted and reserved to the State of California all deposits of minerals, including oil and gas, in said land, and to the State of California, or persons authorized by the State of California, the right to prospect for, mine, and remove such deposits from said land.

(f) The lands herein described are granted subject to the express reservation and condition that the State may at any time in the future use said lands or any portion thereof for highway purposes, without compensation to the district, its successors or assigns, or any person, firm or public or private corporation claiming under it, except that in the event improvements have been placed upon the property taken by the State for said purposes, compensation shall be made to the person entitled thereto for the value of his interest in the improvements taken or the damages to such interest.

SEC. 2. This act shall become operative November 21, 1957.

CHAPTER 303

An act to amend Section 28128 of the Government Code, relating to compensation for public services in counties of the twenty-eighth class.

In effect
September
11, 1957

[Approved by Governor May 6, 1957. Filed with
Secretary of State May 8, 1957.]

The people of the State of California do enact as follows:

SECTION 1. Section 28128 of the Government Code is amended to read:

28128. In a county of the twenty-eighth class the following shall receive as compensation for the services required by them by law or by virtue of their offices the following sums:

(a) The auditor, six thousand six hundred dollars (\$6,600) a year.

(b) The district attorney, nine thousand dollars (\$9,000) a year. He shall devote his entire time during office hours to the work of the county and State and is prohibited from engaging in private work within office hours. This does not preclude him from continuing or concluding any private matter in which he appeared of record prior to taking office.

(c) Each supervisor, for all services required of him as supervisor four thousand five hundred dollars (\$4,500) a year and his actual expenses necessarily incurred in the performance of county business within the county, not to exceed

San Luis
Obispo
County:
Compensa-
tion

Senate Bill No. 331

CHAPTER 647

An act conveying certain tidelands, lands lying under inland navigable waters, swamp and overflow lands, situate at San Luis Bay and San Luis Creek, to the Port San Luis Harbor District, in furtherance of navigation and commerce and the fisheries, and providing for the government, management and control thereof, reserving rights to the State.

[Approved by Governor May 21, 1955. Filed with Secretary of State May 21, 1955.]

The people of the State of California do enact as follows:

SECTION 1. There is hereby granted to the Port San Luis Harbor District, hereinafter called "district," a political subdivision of the State of California, and to its successors, all the right, title, and interest now held by the State of California by virtue of its sovereignty, in and to all lands, salt marsh, tidelands, submerged lands, and swamp and overflowed lands described as follows:

That portion of San Luis Bay lying between the line of ordinary high tide line of the Pacific Ocean and a line parallel thereto and distant westerly therefrom three miles and bounded on the north by that certain lighthouse, with latitude 35 degrees, 9 minutes 38 seconds north and longitude 120 degrees, 45 minutes 37 seconds west, at Point San Luis at the westerly end of San Luis Bay and a line extending south 30 degrees, no minutes west therefrom and on the south by the most southerly line of Lot 7 in Block 14 of Tract No. 57, El Pismo Manor No. 1, as per map thereof recorded in Book 5, page 76 of maps in the Office of the County Recorder of the County of San Luis Obispo, State of California, extending into the Pacific Ocean on a bearing due south, together with all salt marsh, tidelands, submerged lands, and swamp and overflowed lands within San Luis Creek.

To be forever held by said district, and its successors, in trust for the uses and purposes and upon the express conditions following, to-wit:

(a) That said lands shall be used by said district, and its successors, for the establishment, improvement and conduct of a harbor, including an airport or aviation facilities, and for the construction, maintenance and operation thereon of wharves, docks, piers, slips, quays and other utilities, structures, facilities and appliances necessary or convenient for the

promotion and accommodation of commerce and navigation by air as well as by water, and for the construction, maintenance and operation thereon of public buildings and public parks and playgrounds, and for public recreational purposes, and said district, or its successors, shall not at any time, grant, convey, give or alien said lands, or any part thereof, to any individual, firm or corporation for any purposes whatsoever; provided, that said district, or its successors, may grant franchises thereon for limited periods (but in no event exceeding 50 years), for wharves and other public uses and purposes and may lease said lands, or any part thereof, for limited periods (but in no event exceeding 50 years), for purposes consistent with the trust upon which said lands are held by the State of California, and with the requirements of commerce and navigation at said harbor, and collect and retain rents from such leases, franchises and privileges including those certain leases (1) between the State of California and Port San Luis Transportation Company, dated April 13, 1951, as amended March 26, 1954 (P. R. C. 560.1), (2) between the State of California and the Union Oil Company of California, dated February 28, 1941 (Lease 675/PC—33.9), and (3) between the State of California and California Packing Corporation and Carmel Canning Company, dated September 5, 1951 (P. R. C. 644.1).

(b) That said lands shall be substantially improved by said district within 10 years of the effective date of this act without expense to the State, and shall always remain available for public use for all purposes consistent with the trust under which the State holds sovereign lands, and the State of California shall have at all times the right to use, without charge, all wharves, docks, piers, slips, quays, and other improvements and facilities constructed on said lands, or any part thereof, for any vessel or other watercraft or aircraft, or railroad, owned or operated by the State of California. If the State Lands Commission determines that the district has failed during said 10-year period to improve said lands as herein required, all right, title, and interest of said district in and to all lands granted by this act shall cease and said lands shall revert and vest in the State.

(c) That in the management, conduct or operation of said harbor, or of any of the utilities, structures, appliances or facilities mentioned in paragraph (a), no discrimination in rates, tolls, or charges or in facilities for any use or service in connection therewith shall ever be made, authorized or permitted by said district or its successors.

(d) There is hereby reserved, however, in the people of the State of California the absolute right to fish in the waters of said harbor with the right of convenient access to said waters

over said lands for said purposes together with the right of navigation.

(e) There is hereby excepted and reserved to the State of California all deposits of minerals, including oil and gas, in said land, and to the State of California, or persons authorized by the State of California, the right to prospect for, mine, and remove such deposits from said land.

(f) The lands herein described are granted subject to the express reservation and condition that the State may at any time in the future use said lands or any portion thereof for highway purposes, without compensation to the district, its successors or assigns, or any person, firm or public or private corporation claiming under it, except that in the event improvements have been placed upon the property taken by the State for said purposes, compensation shall be made to the person entitled thereto for the value of his interest in the improvements taken or the damages to such interest.

SEC. 2. The State Lands Commission shall, at the cost of the grantee, survey, monument, plat, and record in the Office of the Recorder of San Luis Obispo County, the area of state lands described in this act. Said district shall enter into a contract with the State Lands Commission for surveying, monumenting and platting the area of state land described in this act, and shall, upon submission of invoices by the State Lands Commission, pay said costs as a condition precedent to the grant of lands hereunder.

SEC. 3. If any provision of this act or the application thereof to any person or circumstance is held invalid, the remainder of this act, or the application of such provision to other persons or circumstances, shall not be affected thereby.

relating to the issuance of those bonds. The pertinent provisions of that division which apply to the legislative body of a city shall also apply to the legislative body of a special district formed to provide park and recreational services.

(b) The resolution shall generally describe the proposed improvements specified in subdivision (e) of Section 22525, set forth the estimated cost thereof, specify the number of annual installments and the fiscal years during which they are to be collected, and fix or determine the maximum amount of each annual installment necessary to retire the bonds. The amount of debt service to retire the bonds shall not exceed the amount of revenue estimated to be raised from annual assessments over 30 years.

CHAPTER 1081

An act to add Section 6086 to the Harbors and Navigation Code, relating to the Port San Luis Harbor District, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor September 12, 1984. Filed with
Secretary of State September 12, 1984.]

The people of the State of California do enact as follows:

SECTION 1. Section 6086 is added to the Harbors and Navigation Code, to read:

6086. Notwithstanding any other provision of this part, the Port San Luis Harbor District may operate, itself only and not pursuant to a lease agreement with a third party, the portion of its property known as the Port San Luis Trailer Park as a mobilehome park, as defined in Section 798.4 of the Civil Code, until the current occupants of the mobilehome park cease to occupy the park. When any current occupant ceases to occupy his or her mobilehome, the real property on which that occupant's mobilehome is located shall cease to be used as a location for a mobilehome residence. No current occupant of the park shall acquire, or be entitled to acquire, through occupancy or any other means, a transferable or assumable interest in occupancy in the park.

As used in this section, "current occupant" means any individual occupying a mobilehome as a residence in the Port San Luis Trailer Park on the effective date of this section.

Nothing in this section shall be construed to affect a current occupant's right to file a claim against a local public agency as provided in Section 905 of the Government Code.

Nothing in this section shall be construed to allow the use of tide or submerged lands belonging to the Port San Luis Harbor District in any manner inconsistent with the California Constitution or with the public trust.

SEC. 2. The Legislature hereby finds and declares that this act, applicable only to the Port San Luis Harbor District, is necessary because of unique conditions existing within that district. The district acquired property subject to a lease for the operation of a mobilehome trailer park. That park is occupied by many long-time, elderly residents and this act is necessary to avoid displacing those persons. It is, therefore, hereby declared that a general law cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution and that the enactment of Section 6086 of the Harbors and Navigation Code as a special law as provided in this act is necessary for the solution of problems existing within the Port San Luis Harbor District.

SEC. 3. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to resolve unique conditions within the Port San Luis Harbor District and to avoid the disruption and displacement of long-time elderly residents of the district, it is necessary that this act take effect immediately.

CHAPTER 1082

An act to amend and supplement the Budget Act of 1984 by adding Item 3790-102-036 thereto, relating to parks and recreation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor September 12, 1984. Filed with Secretary of State September 12, 1984.]

The people of the State of California do enact as follows:

SECTION 1. Item 3790-102-036 is added to the Budget Act of 1984 (Chapter 258, Statutes of 1984), to read:

3790-102-036—For local assistance, Department of Parks and Recreation, payable from the Special Account for Capital Outlay	275,000
Schedule:	
(1) City of Sacramento, Sacramento History Center	275,000

SEC. 2. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into