

Table of Contents

Executive Summary	1
Introduction	1
Organization of the Master Plan	2
Master Plan Process	3
Planning Challenges Summary	4
Physical Improvements Summary	5
Implementation and Phasing	6
Chapter 1 Purpose and Background	7
Purpose of the Master Plan	7
Physical Setting	7
History of Crescent City Harbor	9
Governance of Crescent City Harbor	11
Economic Setting	14
Inner Boat Basin	14
Outer Boat Basin	16
Harbor Services	17
Rents and Concessions	17
The Master Plan Preparation Process	19
Adoption of the Master Plan	20
Master Plan Amendments	21
Chapter 2 Master Plan Objectives and Challenges	23
Master Plan Objectives	23
Planning Challenges	23
Harbor District Priorities and Fiscal Issues	24
Harbor Uses	29
Environmental Protection	34
Access	36
Services	46
Safety	47
Chapter 3 Planning Area Descriptions and Conditions	51
Open Water Area	52
Inner Boat Basin	52
Outer Boat Basin	52

Table of Contents

Central Harbor	53
Citizen’s Dock	53
Harbormaster’s Office/Transient Restroom Building	53
Boat Repair	54
Seafood Processing and Wastewater Treatment	54
Restaurants and Retail	54
Citizen’s Dock Road	55
RV Parks	55
Highway 101 Frontage	55
Western Uplands	55
Anchor Way Groin	56
Whaler’s Island	56
Chapter 4 Goal and Policy Framework	59
Introduction	59
Land Use Designations	59
Harbor Land Use Plan	61
Organization of Goals and Policies	62
Crescent City Harbor Districtwide Goals and Policies	63
Planning Sub-Area Goals and Policies	68
Open Water Planning Area	68
Inner Boat Basin Planning Area	70
Outer Boat Basin Planning Area	71
Central Harbor Planning Area	72
RV Parks Planning Area	74
The Highway 101 Corridor	75
Western Uplands	76
Anchor Way Groin	77
Whaler’s Island	78

Table of Contents

Chapter 5	Improvements and Implementation Plan	81
	Introduction	81
	Development Review and Approval Process	81
	Improvement Programs and Projects	84
	Districtwide Programs	87
	Planning Area Improvements	90
	Open Water Planning Area	90
	Inner Boat Basin Planning Area	91
	Outer Boat Basin Planning Area	93
	Central Harbor Planning Area	94
	RV Parks Planning Area	95
	The Highway 101 Corridor	97
	Western Uplands Planning Area	98
	Anchor Way Groin Planning Area	100
	Whaler’s Island Planning Area	102
	Implementation Plan	103
	Phasing Plan for Physical Improvements and Programs	113
	List of Figures	
	Figure 1-A Vicinity Map	8
	Figure 2-A Project Area and Existing Features	31
	Figure 2-B Biological Constraints	37
	Figure 2-C California Coastal Trail and Waterfront Promenade Alignments	41
	Figure 2-D Infrastructure Master Plan	49
	Figure 3-A Project Planning Areas	51
	Figure 4-A Harbor Land Use Plan	61
	Figure 5-A Master Plan Illustrative	85
	Figure 5-B Phasing Plan	115

Table of Contents

List of Tables

Table 1	Inner Basin Slip: Vacancies and Occupancies by Slip Size, 1999–2003	15
Table 2	Inner Basin Slip: Size Distribution–2004	15
Table 3	Commercial Fish Catch at Crescent City and Northern California—2001	18
Table 4	Commercial Fish Catch Trends at Crescent City and Northern California—1991–2001	19
Table 5-1	Summary of Permit Approval Requirements	84
Table 5-A	Implementation Matrix	110

Appendices (Available at Harbor District Offices)

Appendix A	Disabled Accessibility Study
Appendix B	Economic and Market Considerations—Special Study
Appendix C	Business Attraction Plan
Appendix D	Traffic Analysis
Appendix E	Biological Report
Appendix F	Assessment of Physical Conditions

Executive Summary

A. INTRODUCTION

The 2005 Crescent City Harbor Master Plan is the result of a nearly two-year effort to craft a vision for the future of Crescent City Harbor and its upland areas. In light of the changing economic circumstances affecting the Harbor and the obligations it must meet in complying with the mandates of the State Tidelands Grant (Chapter 647 of Statutes of 1955 and as later amended by Chapter 302 of Statutes of 1957) and the California Coastal Act of 1976, a comprehensive update of the 1980 and 1986 versions of the Crescent City Harbor Port Land Use Plan is necessary in order to guide the future use and development of Crescent City's Harbor.

Crescent City Harbor District owns and controls both land and tideland properties at Crescent Bay, bounded by city limits of Crescent City to the west, Crescent Beach to the east, the Highway 101 corridor to the north, and Whaler's Island and the breakwater to the south. The Study Area encompasses roughly 80 acres of land, divided into nine (9) planning areas.

The tidelands grant 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. Similar to the Tidelands Grant, the Coastal Act emphasizes support for coastal-dependent uses—i.e., those uses that must have a waterfront site in order to exist—and coastal-related, visitor-serving, recreation, and commercial uses. Harbor District policies and programs that carry out the administrative mandates of the State are encompassed in this Harbor Master Plan, as well as in the county of Del Norte Local Coastal Program and the city of Crescent City Local Coastal Plan for the Harbor Dependent and Harbor Related planning areas.

The economic reality of a dramatically declining commercial fishing industry has required the Harbor District to reassess its priorities in order to insure that it can remain an economically viable and sustainable government entity that can continue to meet its obligations for the use and development of land and water areas under its jurisdiction to the people of the state of California under the State Tidelands Grant and the California Coastal Act. This and other challenging issues have required the District to evaluate resource allocations and to consider alternative strategies for the future improvement and use of Harbor facilities. The revised Master Plan supports District operations, guides

Executive Summary

new development with sensitivity to natural resources and the unique character of the Harbor, and creates a waterfront environment enjoyable to all, ultimately providing for the economic sustainability of the Crescent City Harbor District as a government entity.

Utilizing significant funding provided by the California Coastal Conservancy, the 2005 Crescent City Harbor Master Plan was developed working closely with the Crescent City Harbor District and with the greater community of Crescent City through a series of public workshops that crafted and examined alternative concepts for the future of the Harbor. Accompanied by focused studies on the conditions of facilities in the Harbor, a market feasibility analysis, biological assessment, traffic analysis, and an examination of marine facilities and infrastructure, the process witnessed the evolution of a vision plan that has been embraced for the Harbor and its upland areas. That vision, supported by the Harbor Commission and the public, balances the need to maintain coastal dependent uses while providing for more significant coastal related visitor serving uses. This vision is designed to reverse the downward economic spiral the Crescent City Harbor District has witnessed in recent years. Indeed, the very existence of the Crescent City Harbor District depends upon the success of this Master Plan.

The city of Crescent City and the county of Del Norte, the two local government agencies with coastal permitting authority over the land areas of Crescent City Harbor, have adopted their own updates to their General Plans and are in the process of amending their Local Coastal Programs based on those plans. Once the Crescent City Harbor Master Plan is adopted, the Harbor District will then seek to have the General Plans and Local Coastal Programs of the county of Del Norte and the city of Crescent City embrace the goals, policies, and improvements envisioned in this document. Subsequently, the Harbor District will apply to the California Coastal Commission for certification of the Crescent City Harbor Master Plan as Crescent City Harbor's LCP.

B. ORGANIZATION OF THE MASTER PLAN

This Master Plan is organized into five (5) additional sections as follows:

Chapter 1: Purpose and Background

Describes the physical setting and history of Crescent City Harbor, the purpose of the Master Plan, the process that was used to prepare it, and the governance of Crescent City Harbor, and the process for administering and making amendments to the Master Plan.

Executive Summary

Chapter 2: Master Plan Objectives and Challenges

Outlines overall objectives and identifies and analyzes the diverse issues this Master Plan seeks to resolve.

Chapter 3: Planning Area Descriptions

Outlines the unique attributes of each of nine (9) separate areas affected by the Master Plan including the Open Water area, the Inner Boat Basin, the Outer Boat Basin, the Central Harbor area, the RV parks, Highway 101 corridor, the Western Uplands, the Anchor Way Groin, and Whaler's Island.

Chapter 4: Goal and Policy Framework

This is the heart of the Master Plan which sets forth the governing policies for the use and development of areas under Harbor District control, presents the Land Use Plan, and outlines the goals and policies organized according to the established planning areas.

Chapter 5: Improvements and Implementation

Introduces the Improvement Plan for both District wide concerns and individual planning areas based on the Land Use Plan. Enumerates the Implementation Plan including funding strategies, potential funding sources, an implementation program matrix, a phasing plan, development application procedures, development standards and an allowable uses matrix.

Chapters 4 and 5 represent the most significant parts of the Master Plan that are intended to be incorporated in the Local Coastal Plans for Del Norte County and the city of Crescent City. Appendices in a separate volume accompany this document and provide supporting information for the Master Plan, including a comprehensive glossary and the economic, traffic, existing conditions, ADA compliance, and biological studies that led to the preparation of this plan.

C. 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. A series of three (3) public workshops were held to identify issues and priorities, evaluate alternative concepts, and obtain input on a refined concept plan for Crescent City Harbor. After extensive consideration of the numerous issues affecting development at the Harbor (see summary of Planning Challenges, below), including existing uses, changing market conditions,

Executive Summary

public obligations, and community desires, policies were drafted to provide guidance to future Harbor Commissions and the County. 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 actions were developed and recommended.

D. PLANNING CHALLENGES SUMMARY

There are numerous planning issues and challenges facing the Crescent City Harbor Master Plan process that were studied and addressed in the policy formation and the planning of improvements. The primary issues addressed and questions answered by this Master Plan are briefly summarized below:

- **District Priorities and Fiscal Considerations**
With the decline of the commercial fishing industry, how can the Crescent City Harbor District continue to economically meet the administrative mandates under the State Tidelands Grant and the California Coastal Act of 1976 for the use and development of the land and water areas under its control?
- **Harbor Users**
Who are likely to be the most predominant future users of the Harbor, and how should they be accommodated in keeping with the State Tidelands Grant and the California Coastal Act?
- **Environmental Protection**
Where are the areas of environmental sensitivity in the Harbor and how should those areas be protected?
- **Harbor Access**
How can the Harbor be kept navigable and accessible for boaters? How can we better accommodate vehicular, pedestrian, and cyclist access, and parking to serve users of Harbor facilities? How can the California Coastal Trail be accommodated as a continuous access through the Harbor?
- **Dredging**
What should the Harbor District do to preserve its ability to continue the maintenance dredging of the Harbor to ensure its navigability without overly constraining the Harbor District's financial resources?

Executive Summary

- **Fish Processing and Wastewater Treatment**
Can the Harbor provide for continued fish processing while maintaining economical wastewater treatment services?
- **Infrastructure and Services**
Are the resources and infrastructure serving the Harbor adequate to support an increased level of improvements at the Harbor?

While retaining and improving facilities in support of commercial fishing and recreational boating, it is the thrust of this Master Plan to expand coastal related visitor serving uses in the Harbor. These new uses have the promise of generating the revenue necessary to keep the Crescent City Harbor District economically viable, sustaining its ability to meet its mandates under the State Tidelands Grant and the California Coastal Act well into the future.

E. PHYSICAL IMPROVEMENTS SUMMARY

The Crescent City Harbor District's economic consultant has recommended a number of projects in the nine (9) planning areas that make up Crescent City Harbor to revitalize the Harbor to improve the District's economic viability. Those projects which are incorporated in this Master Plan are as follows:

1. Reconfigure the Inner Boat Basin to refurbish docks, expand the number of slips, and improve user access in this core area of the Harbor.
2. Within the next few years create new leaseholds through private partnerships that include the following improvements:
 - a. A hotel and restaurant overlooking Crescent Beach on the Anchor Way Groin.
 - b. A new restaurant overlooking the Harbor near the mouth of the Inner Boat Basin.
 - c. A new hotel with restaurant just West of the Inner Boat Basin.
 - d. Construction of additional Harbor Related retail along the east side of Citizen's Dock Road.
 - e. Development of new mixed-use live/work development along Citizen's Dock Road between Starfish Way and Highway 101.
 - f. Construction of a new Lighthouse Maritime Museum at the corner of Citizen's Dock Road and Highway 101.

Executive Summary

3. In addition to these economic enhancements, the other improvements incorporated in the recommended Master Plan are:
 - a. A continuous waterfront promenade along the entire coastline of Crescent City Harbor interrupted only where it would interfere with the synchrolift and the working sections of the Harbor.
 - b. The construction of new restrooms, shower and laundry facilities, and fish cleaning stations for boaters that would be ADA accessible.
 - c. Other ADA accessibility improvements including retrofitting the Harbormaster's office and other private leasehold improvements at such time as they remodel or expand.
 - d. A refurbished boat launch ramp.
 - e. Construction of a traffic signal and pedestrian improvements at Citizen's Dock Road and Highway 101.
 - f. Extension of California Coastal Trail through Crescent City Harbor to connect with the city's Coastal Trail extension to the north and west.
 - g. At such time as the demand warrants it, replacing the aging floating dock system in the Outer Boat Basin with a new modern system of floating docks.
 - h. Relocation of existing businesses on the Anchor Way mall to a clustered location at the corner of Starfish Way and Anchor Way.
 - i. Construction of a new access road off of Highway 101 to serve the westernmost connection to the Inner Boat Basin and its parking facilities.
 - j. Construction of a new enclosed outdoor storage area south of Starfish Way near the maintenance shed.

F. IMPLEMENTATION AND PHASING

The Master Plan document concludes with recommendations and strategies on phasing, implementation, and potential funding sources for completing the improvements.

Chapter 1: Purpose and Background

1.1 PURPOSE OF THE MASTER PLAN

Amenities and operations at Crescent City's Harbor have centered on the commercial fishing industry for the past several decades. However, depleted fisheries and declining landings have drastically reduced the viability of both the recreational and commercial fishing industries, and the fleets have dwindled dramatically. Without the activity promised by fishing, Crescent City and the Crescent City Harbor are turning to other recreational activities and tourism as alternative sources of employment and revenue generation.

Curious tourists are attracted to the water and boats, but discouraged from exploring the Harbor because it lacks organization, public gathering spaces, formal coastal accesses and tourist serving uses. Residents of Crescent City have few incentives to utilize the Harbor aside from a favorite restaurant or two. These factors coupled with the decline of the commercial fishing industry, are forcing the Harbor District to reassess its priorities. The city of Crescent City and the Harbor District recognize the potential of this unique land and water interface to become a destination that attracts tourists while serving the recreational, commercial, and public needs of local residents and visitors alike.

Redevelopment, utilizing a diversified approach that continues to support commercial and recreational use of the Harbor, will bring new vitality to the community, contribute to the local economy, and insure the economic viability of the Harbor District. The Local Coastal Plan Extract of Del Norte County's General Plan espouses the goal of ensuring optimum utilization of the Harbor's commercial tourism and recreational potential, while allowing for appropriate public and private uses including the reservation of uses in support of the commercial fishing industry. Developing a coastal trail access to and through the Harbor, conserving the Harbor's open water, improving the Harbor's aesthetic appeal, and increasing its economic viability are the purposes of this effort. It is the intent of this Master Plan to provide tools that will help activate this purpose.

1.2 PHYSICAL SETTING

The city of Crescent City is located 20 miles south of the Oregon border and 350 miles north of San Francisco. With a population of approximately 7500 people, Crescent City is the only incorporated city in Del Norte County and serves as the county seat. Most visitors to this seaside town enter via Highway 101, while travelers from the east enter from Highway 199.

Chapter 1: Purpose and Background

Del Norte County is known for its rugged, austere coastline, its wild and scenic rivers, its National Forests heavily timbered with Douglas fir and Coast redwoods, its abundant seafood, and its dramatic winter weather. Crescent City is known for Redwood parks, Pelican Bay State Prison, and perhaps most of all, for its safe harbor.

Crescent City Harbor is located in Crescent Bay, just south of town, on State public trust lands controlled by the State Lands Commission (SLC). The Harbor is protected by a 4100-foot outer breakwater, a 12,000-foot inner breakwater, and a 2400-foot sand barrier, all of which combine to create the only “harbor of refuge” between Humboldt and Coos Bay. In 1951, the Crescent City Harbor District was formed to take over responsibility for improvements, maintenance, and management of the marina and related harbor facilities in Del Norte County. This district is a public entity under State law and manages all the land and water areas of the Harbor, including the main focus of this document: the approximately 80 land acres that is Crescent City Harbor, adjacent to the southern city limits, just west of Highway 101.

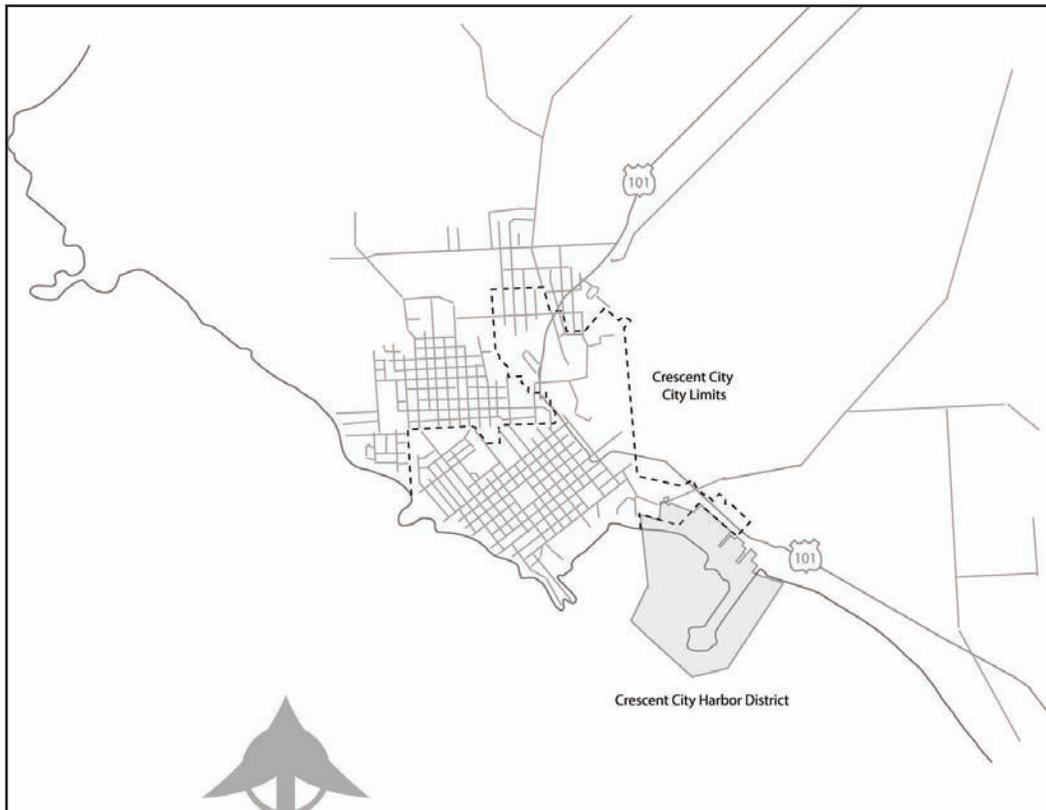


Figure 1-A
Vicinity Map

Chapter 1: Purpose and Background

There are several buildings and uses at the Harbor that are described in detail in Chapter 2. Many of the buildings at the Harbor contain harbor dependent enterprises, like boat repair and retail sales of fishing supplies. There are also several harbor related uses represented by restaurants and businesses, the Coast Guard, Sheriff's Marine Patrol building, and the Harbormaster's office. Infrastructure includes a 5.3-acre dredge spoils dewatering area along the north portion of the Harbor. Water uses include the breakwaters, a boat basin, a dry dock, a haul-out facility, and 15 acres of dock, pier, and boat slip facilities.

Covering an area of three acres there are two on-site RV parks that generate income for the Harbor District while offering affordable visitor serving facilities. Public open space in the project area includes a portion of Highway 101 frontage north of the main entrance to the Harbor and an outcropping of rocks known as Whaler's Island. This Master Plan addresses individual planning issues surrounding these various components of Crescent City Harbor.

Total Harbor frontage also includes 170 acres of city- or county-owned land, of which 20 acres are wetlands and 24 acres are waterfront parklands both west and east of the Harbor. In addition, strips of land administered by the City reach into the Harbor District along Citizen's Dock Road and Neptune Way. While the policies presented in this Master Plan do not extend to these areas under City or County jurisdiction, this document seeks to provide a seamless interface with the uses prescribed in the City and County documents—the Del Norte County General Plan 2003 and Crescent City General Plan 2001—that do cover them.

1.3 HISTORY OF CRESCENT CITY HARBOR

The history of Crescent City is a familiar one to the West Coast of California. The Spanish sailed up the coast of California in the 17th and 18th centuries. English Sea Captain George Vancouver described the area in his 1792 journal during his explorations of the Pacific Coast. Legendary American explorer and trapper Jedediah Strong Smith came through Del Norte County in 1828, blazing a trail to connect the Sacramento Valley to Oregon. The Hudson's Bay Company was already trapping along the Klamath River at that time. Sea explorations of Crescent Bay led to the establishment of Crescent City in 1853, by J.F. Wendell.

During the mid-1800's, the Tolowa and Yurok peoples native to Del Note County's coast were steadily replaced by Anglo and Chinese immigrants, who came with big dreams

Chapter 1: Purpose and Background

of extracting wealth from towering redwood forests, fur-bearing animals, and gold-rich rivers. The Battery Point Lighthouse was opened in 1856 to facilitate the use of Crescent Bay as a harbor for outgoing lumber ships and incoming passengers, which caused Crescent City to quickly become a nexus for shipping, trade, and transportation and other settlements sprang up around nearby mills and mines. However, once gold proved easier to get in other parts of California, and the trees proved prohibitively hard to remove from remote, steep canyons, the population boom began to disappear as quickly as it had come. Life became pretty quiet in Crescent City by the late 1850's. Lumber, fishing, and aggregate mining operations sustained a relatively static community for several decades.

The timber industry peaked in the years following World War II, as the housing and construction market boomed. As the industry leveled off and then began to decline, mills began to close as the supply of lucrative old-growth trees waned, the industry consolidated, and ecological concerns came to light. These same trends are currently decimating the local commercial fishing industry.

The most dramatic event to hit Crescent City however, happened one April night in 1964. A huge earthquake centered in southern Alaska sent a devastating tsunami into Crescent Bay. At least 11 people were killed, much of the town was destroyed, and the Harbor was left in ruins. Economic and emotional repercussions of this event lingered for many years, but the cataclysm also brought the community closer together, as everyone pitched in to rebuild. The tsunami was a very graphic illustration of how intimately the town is connected to the sea, and how the citizens in this little isolated town are "in it together."

Crescent City and Del Norte County are currently in transition. Resource production is giving way to a service-based economy, especially through tourism and recreation. Environmental regulations and concerns have forced the timber companies to relocate out of state and have reduced the commercial fishing industry to a mere fraction of what it used to be. Resource production is giving way to a service-based economy, especially through tourism and recreation.

Pelican Bay State Prison opened in 1989, north and east of Crescent City, diversifying the area's economic base as well as substantially increasing the population by way of both employees and inmates. Tribal Gaming has recently been spreading in Del Norte County adding casinos and the employees and tourism that comes with them. In addition

Chapter 1: Purpose and Background

Redwood National Park has experienced an increase in visitors over the past five years. The Harbor District seeks to update services and amenities at Crescent City Harbor to reflect these changes, improve its image, and develop new sources of revenue.

1.4 GOVERNANCE OF CRESCENT CITY HARBOR

The Crescent City Harbor District is a political sub-division of the state of California, organized and validated under the California Harbors and Navigation code as an independent special district. The District is empowered by its authorizing statutes—the California Harbors and Navigation Code, section 6000, et seq.—to acquire, construct, own, operate, control or develop any and all Harbor works, in the interest of meeting the needs of the people of California. The tidelands are mandated *“to be used for harbor, aviation, wharves, docks, piers, slips, quays and other structures”* and *“to be used for establishment of public buildings, parks, playgrounds, public recreation, public fishing, and public access and public navigation.”* Furthermore, the Grant stipulates the District must provide *“facilities and appliances necessary or convenient for the promotion and accommodation of commerce and commercial as well as recreational navigation by air and water”* by attending to *“dredging, ship ways, berths, anchorage and turning basins, the construction of jetties, breakwaters, bulkheads, seawalls, wharves, ferry slips, warehouses, roads and spurs or line railroads.”*

When the Harbor District was formed its primary purposes were transportation of cargoes, berthing commercial and recreational boats, boat repair, and the wholesale processing of fish. Funding for improvements and maintenance were derived primarily from wharfage and rental income. After the California Coastal Act of 1976, the Harbor District became responsible for providing coastal-dependent, visitor-serving, and recreational uses of harbor facilities. Today, the Harbor’s costs are supported through property management.

The Harbor District is governed by a five-member Board of Commissioners, who serve four-year terms and are elected by voters residing within the District boundaries. The Harbor Commissioners appoint a Harbormaster, who directs staff in the day-to-day operations of the Harbor. The Harbor District employs approximately eight staff members to provide services and maintain the Harbor. The Board of Commissioners meets in public session twice each month to establish policy, set goals and objectives, approve the budget and expenditures, and perform other related functions. Current operations include the ownership, operation, maintenance, and management of public use areas (i.e., marinas, piers, restrooms, boat launch ramp, parking, etc.) as well as commercial,

Chapter 1: Purpose and Background

recreational, and industrial portions of the Harbor through the administration of tideland leases.

The Board of Commissioners use a Harbor Master Plan as their official statement of public policy regarding future growth and development of properties under Harbor District administration. Implementation occurs primarily through three categories of activities that affect the physical development of the Harbor: Property Management, Capital Improvements, and Regulatory Actions.

A. 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, including tenants, licensees, permit holders and other private users authorized by the Harbor District. Many major public and private components of the Master Plan can be achieved only through additional revenue-generating uses and private investment.

B. Capital Improvements

The capital budget is a significant tool for implementation of the Crescent City Harbor Master Plan. Each item in the capital budget, which includes fixed improvements like berth realignment, must first be determined to be consistent with this document. If a particular capital improvement project were found to be inconsistent, an amendment would be required or the project would be disallowed. The Harbor Commission would have to adopt the amendment before committing funds from the District's annual budget. Grants and other external funding sources, such as monies designated by voter propositions, are also significant providers of funding to capital improvement programs. Some capital improvements, i.e., a waterfront promenade, coastal trail extensions, landscaping, additional parking, etc., can also be accomplished as conditions of new private leasehold improvements.

C. Regulatory Actions

The Harbor District Code of Ordinances is the source of regulatory enforcement of such matters as administrative procedures, pollution control, vessel loading and off-loading, architectural controls, moorings, vehicular parking, etc. Other planning policies and documents that relate to the study area include the Harbor Lease Policies, Del Norte County General Plan Coastal Policies, The City of Crescent City General Plan Local Coastal Plan Extract, and the California Coastal Act. Each of these documents supports the priority of ocean-dependent uses at the Harbor.

Chapter 1: Purpose and Background

D. Coastal Act, Coastal Commission, City of Crescent City, and County of Del Norte

In 1976, the California State Legislature adopted the California Coastal Act (Division 20 of the Public Resources Code, Section 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 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 jurisdictions in a Local Coastal Program (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.

As the governing agency for the Crescent City Harbor, 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. The Coastal Act requires the District to provide non-enterprise service functions and operations including coastal-dependent, visitor-serving and recreation uses, which benefit the users of the Harbor and enhance public safety, access and enjoyment of the waterfront. Under §30504 of the Coastal Act, the Harbor District must submit its Harbor Master Plan to Del Norte County and the city of Crescent City for consideration by the County in preparation of their respective LCPs.

Crescent City and Del Norte County LCP Policies, Programs, and Standards govern areas landward of the original mean high tide line. Land controlled by the Harbor that is subject to the City's or County's coastal planning authority closely adheres to the applicable land use designations and development standards set forth in the Del Norte County General Plan Coastal Policies and City of Crescent City General Plan Local Coastal Plan. Piers and water areas remain under the Coastal Commission's original jurisdiction and are administered by the Harbor District. Policies provided in this Master Plan overlap somewhat with other policies in the LCP but are necessary to address the particular needs of Harbor uses.

Chapter 1: Purpose and Background

1.5 ECONOMIC SETTING

The driving forces behind the 2005 Crescent City Harbor Master Plan are the economic issues and challenges facing the present and future Crescent City Harbor District. As part of the consulting team that prepared this Master Plan, Larry Williams of Williams-Kuebelbeck Associates, conducted a market feasibility analysis, the findings of which are outlined in this section.

Operating revenue to the District is derived from the rental of boat slips used by commercial fishing boats and recreational boats, services associated with the boat slip use and rents and concession income from 38 separate private operators engaged in commercial and recreational activities under Harbor District leases or licenses. In addition to net operating income, the District receives property taxes from the County and loans and grants from federal and state government agencies. Under optimum conditions, where surplus net operating income occurs, these surplus reserves are used for capital project funding, such as on a pay-as-you-go basis or using borrowed funds which must be repaid from such surpluses.

Operating revenues generated in the Harbor have been erratic over recent years and may be considered in a state of relative decline to stable at best. Operating expenses have been increasing over the same period. As a result, the Harbor's net operating income has been in a deficit for every year since FY 1995-96. The District has relied on property taxes to cover operating deficits. Property taxes have not covered all the deficits, consequently the District's cash reserves have declined significantly.

A. Inner Boat Basin

The Inner Basin currently has an inventory of 228 boat slips ranging in length from 30 to 70 feet. The Inner Basin was constructed in 1972–1973 and originally contained 308 slips, 80 slips more than its 228 slip current capacity. The boat slips have suffered from deferred maintenance and replacement over this 30 year life. Table 1 shows average annual vacancies and occupancies for the Inner Basin over the last five years, 1999 through 2003, and shows that on average 74 vacant slips have existed in the Inner Basin over the period. Vacancies have averaged 32 percent with most of the vacancies in 30-foot slips in Docks F and G.

Chapter 1: Purpose and Background

Table 1
Crescent City Harbor—Inner Basin Slip
Vacancies and Occupancies by Slip Size, 1999–2003

Slip Size In Feet	Available Slips	Average Slips Vacant		Average Slips Occupied	
		No. of Slips	Percentage of Total Slips	No. of Slips	Percentage of Total Slips
30	83	45	54%	38	46%
40	50	4	8%	46	92%
50	46	10	22%	36	78%
60	34	10	29%	24	71%
70	<u>15</u>	<u>5</u>	<u>33%</u>	<u>10</u>	<u>67%</u>
Totals	228	74	32%	154	68%

Source: Crescent City Harbor District Williams-Kuebelbeck & Associates, Inc.

Table 2 shows the existing distribution of slip sizes in the Inner Boat Basin.

Table 2
Crescent City Harbor—Inner Basin Slip
Size Distribution—2004

Slip Size In Feet	Dock Designation	No. of Slips	Percentage of Total Slips	Linear Footage
30	F & G	83	36%	2,490
40	D & E	50	22%	2,000
50	C	46	20%	2,300
60	B	34	15%	2,040
70	A	<u>15</u>	<u>7%</u>	<u>1,050</u>
Totals		228	100%	9,880

Av. Slip Length - 43.3 feet

Source: Crescent City Harbor District Williams-Kuebelbeck & Associates, Inc.

Chapter 1: Purpose and Background

Information provided by the Harbor District showed where Inner Basin users reside and whether their boats were documented or registered. Research indicated that 93 percent of the users were California residents and 76 percent resided in Del Norte County. Approximately 68 percent of the users owned documented vessels and 32 percent were registered. Based upon Harbor District information it was determined that about 82 percent of the users were engaged in commercial activities and 18 percent boated primarily for recreational purposes.

The historic information analyzed clearly indicates that use of the Inner Harbor boat slips have been relatively stable to declining over the last five years. Inner Basin moorage fees vary depending on the period which the user has agreed to, the season and the size of slip. This system of charges makes comparisons difficult. Over the period 1999–2003 the Harbor District has enacted three increases. These increases varied but were essentially 3.6 percent on an annual average.

Our analysis of Inner Basin boat slip income clearly showed underutilization of the existing boat slips. In fact occupancies over the last five years average 68 percent.

B. The Outer Boat Basin

The Outer Basin includes the Anchor Way recreational docks. Historically, recreational boating has been largely confined to sport fishing, with the majority of this focused on the salmon sport fishery. With the decline of salmon fishing since the early 1980's the recreational and sport fishing berths on Anchor Way have had low usage.

The Harbor District provided us with information on the number of slips used each year over the last five years. These slips, which historically have numbered over 500, are seasonal with their primary use occurring for six months starting May 1 through October 31 each year. The docks are usually stored out of the water during the off-season to prevent damage from winter storms. All set-up and take-down activities are handled by the Harbor District. The number of slips used for the last five seasons, according to the Harbor District, is:

<u>Years</u>	<u>Number of Slips</u>
1999	250
2000	250
2001	250
2002	150
2003	100

Chapter 1: Purpose and Background

Average monthly usage for the 2003 season was 46 slips per month. Those months with highest usage were June, July and August when average monthly occupancies of the 100 slips ranged from 53 to 84 percent.

Revenues shown for renting Outer Basin slips have decreased continuously over the eight years. Over the last three years revenues have stabilized at about \$44,000 per year. We do not see any reason this revenue would either increase or decrease significantly in future years.

C. Harbor Services

This revenue category is directly associated with the commercial fishing activities occurring in the Harbor. The primary source of the revenue comes from a charge of \$40 per boat per month. This charge is to all boats using facilities at the Harbor and it is to cover the costs of water and power. In addition, this revenue source is from charges to fish processors for use of the water treatment plant. This revenue source should vary in relation to the commercial fishing activities in the Harbor. The charge has averaged \$110,000 per year.

D. Rents and Concessions

Rents and Concessions currently constitute 41 percent of Harbor operating revenues. Next to boat berthing related activities Rents and Concessions are the next largest source of revenue at the Harbor. Therefore, leases are extremely important to both current and long-term fiscal success of the Harbor.

For the eight-year period the average annual revenue from this source was about \$350,000. The District estimates revenue from this source for FY 2003–2004 at \$330,000. The District has approximately 38 leases which are included in the current budget. These leases have terms from month to month to leases over 20 years. Review of Harbor District financial conditions illustrated that the business focus of the Harbor has been as a working commercial fishing facility. The fiscal situation of the Harbor District illustrates the downward trends generated by this change in conditions.

Based upon a recent consultant study for the County (Del Norte County Jobs/Housing Balance Strategy, December 2002, Prepared by Applied Development Economics-ADE), the Del Norte County commercial fishing industry generates approximately 950 jobs including self-employment estimates. This amounts to 9 percent of Del Norte County's employment base.

Chapter 1: Purpose and Background

ADE prepared two tables which succinctly present the current status of the fishing industry. Table 3 illustrates that although Crescent City's fish catch in 2001 was relatively small it comprises a significant 25 percent of Northern California's fish catch and 18 percent of the region's fish catch value.

Table 3
Commercial Fish Catch at Crescent City
and Northern California—2001

<u>Port District</u>	<u>Poundage</u>	Percent of Total	
		<u>Poundage</u>	<u>Value</u>
Crescent City	11,223,315	25%	\$ 6,162,213
Eureka City	7,460,038	17%	4,864,506
Smaller Ports in Eureka	<u>2,290,583</u>	<u>5%</u>	<u>1,437,763</u>
Sub Total Eureka	20,973,936	47%	\$12,464,482
Fort Bragg	8,404,916	19%	\$ 7,499,623
Bodega Bay	2,557,657	6%	3,498,635
San Francisco	<u>12,157,569</u>	<u>28%</u>	<u>11,491,210</u>
Northern California Totals	44,094,078	100%	\$34,953,950

Source: Del Norte County Jobs/Housing Balance Survey, December 2002

Table 4 demonstrates that commercial fishing is in severe decline. Over the decade, the fish catch in Northern California declined from 121 million to 44 million pounds, a reduction of 64 percent. The decline in Crescent City was from 30 million to 11 million pounds, an equivalent 63 percent compared to the entire region.

Chapter 1: Purpose and Background

Table 4
Commercial Fish Catch Trends
at Crescent City and Northern California, 1991–2001

<u>Port District</u>	<u>In Millions of Pounds</u>		<u>Percent Change</u>
	<u>1991 Poundage</u>	<u>2001 Poundage</u>	<u>1991–2001</u>
Crescent City	30.2	11.2	-63%
Remainder of Eureka and Fort Bragg	41.2	18.2	-56%
San Francisco/Bodega Bay	<u>49.8</u>	<u>14.7</u>	<u>-70%</u>
Northern California Totals	121.2	44.1	-64%

Source: Del Norte County Jobs/Housing Balance Survey, December 2002

Interviews with fishing industry representatives, government officials and review of other commercial fishing harbors suggests changing the physical and business character of the Harbor to introduce more visitor serving attractions. Even if this strategy is adopted, the Harbor will not change in an abrupt manner. Such a change will take time. In the meantime, the existing Harbor facilities should be improved and maintained as part of a business plan. Even though the last decades decline in fish catch and value was dramatic, the infrastructure for the working harbor is a significant investment by the community. As tourists like to watch a working fishing harbor, an active commercial fishing industry will serve as part of the attraction of Crescent City Harbor as a tourist destination.

1.6 THE MASTER PLAN PREPARATION PROCESS

The Crescent City Harbor District began the process of procuring a Harbor Master Plan in late 2003. Changes in government policies and the local economy had rendered the previous Harbor Master Plans (1980 and 1986) seriously outdated. An updated Harbor Master Plan is needed to act as the basis of a new Local Coastal Program for the Harbor to guide new improvements necessary to ensure the economic viability of the Harbor District, allowing it to continue to serve the residents of Del Norte County and the people of the state of California. The Crescent City Harbor Master Plan will need to be processed through local approvals as well as through the California Coastal Commission, to bring it into compliance with the goals and policies of the California Coastal Act. While the District, the city of Crescent City, and the county of Del Norte have previously attempted to update the Harbor Master Plan in the mid-1990s and in 2000, both efforts failed to get through the local review and approval process. The Harbor District hired RRM Design Group, a public facilitation, planning and multidisciplinary design firm based in Healdsburg, California, in late 2003 to steer this Master Plan effort.

Chapter 1: Purpose and Background

The master planning process was directed by the Crescent City Harbor Commission and involved the time and effort of Harbor District Staff. The update was developed with the cooperation of the county of Del Norte, the city of Crescent City, and the California Coastal Commission. The Plan was substantially supported by a planning grant from the California State Coastal Conservancy and CDBG grants from Del Norte County and Crescent City.

Preparation of the Crescent City Harbor District Master Plan occurred over a 25-month period commencing in December 2003 and concluding in January 2006. During the first year of that process an extensive public outreach effort included several workshops and meetings that were held to provide local residents with the opportunity to comment on and offer suggestions for the use and development of District properties. Working with the Harbor District and a carefully selected team of financial analysts, ecological assessors, traffic analysts and experts in marine infrastructure, RRM Design Group examined conditions at the Harbor for well over a year. The results of these varied considerations were incorporated into a comprehensive understanding of the unique Harbor environment that has guided the development of this Master Plan effort.

Planning efforts focused on identification of existing conditions and desirable uses of Harbor properties, capital improvement planning, and organization and presentation of the Master Plan document. Public meetings in Crescent City addressed such topics as economic viability, harbor functionality, coastal access, relationship to the city, environmental sensitivities, infrastructure needs, recreational boating, and commercial fishing. Public and Harbor Commission review of design concepts took place at regular intervals and directions were given that led to the formulation of this Master Plan Report.

1.7 ADOPTION OF THE MASTER PLAN

This Master Plan was adopted by the Crescent City Harbor Commission on January 17, 2006 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 uses, and capabilities of Crescent City Harbor. Therefore it 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 is to be adopted and/or interpreted by at least four different agencies: the Crescent City Harbor District, the county of Del Norte, the city of Crescent City, and the California Coastal Commission.

Chapter 1: Purpose and Background

This Master Plan includes modified language from the Del Norte County General Plan as comprehensively updated and adopted January 2003 by the Del Norte County Board of Supervisors, and the City LCP, adopted by the City Council on May 21, 2001. Chapter 4 of this Plan provides the governing policies for the land and water areas under Harbor control in the LCP. The adoption of this Master Plan supersedes all previous Harbor/Port Land Use Plans.

1.8 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 and users of the Harbor. In addition, proposed uses that are identified as inconsistent with this Master Plan would require a Master Plan amendment before the use may be approved.

The Harbor District will confer with the California Coastal Commission, city of Crescent City, and county of Del Norte during the preparation of any amendments to conform closely to those agencies' current regulations. Upon completion of a Harbor District Amendment, the Harbor will submit to the county of Del Norte a request for amendment to the County's Local Coastal Program and the city of Crescent City for amendment to the City's Local Coastal Plan. The County and City shall proceed timely with the review and consideration of the Harbor District's application for amendment. The Board of Supervisors and City Council will be asked to consider the Harbor District's Amendment and adopt into the related Coastal Planning Documents as necessary.

Upon approval of the Harbor District's Amendment of the LCP by the County, the Amendment shall be immediately forwarded to the Coastal Commission for review and approval. Upon approval by the State and upon expiration of any appeal, the amendment becomes effective for all agencies, including the Harbor District. Review by the Coastal Commission is deemed by the state of California to be the functional equivalent of the environmental review process required by CEQA. Therefore, local governments are not required to undertake environmental analysis on LCP amendments, although the Coastal Commission can and does use any environmental information that the local government has developed to ensure that significant environmental impacts are reduced.

Chapter 2: Master Plan Objectives and Challenges

2.1 MASTER PLAN OBJECTIVES

The 2005 Harbor Master Plan aims to meet public obligations for the use and development of the land and water areas under Harbor District jurisdiction as mandated by the State Tidelands Grant and the California Coastal Act of 1976. In addition, Chapter 4 of this plan will be incorporated into the Del Norte County and city of Crescent City Local Coastal Programs (LCPs) as the governing policies for Crescent City Harbor.

Within the context of the comprehensive planning that led to the development of this document and the requirements of the California Coastal Act, this Master Plan aims to resolve the following major issues facing the Crescent City Harbor District.

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

2.2 PLANNING CHALLENGES

The Crescent City Harbor Master Plan addresses the logical and sensitive development of the State granted tidelands of Crescent Bay; integrates ecological, social, and fiscal objectives; and preserves the unique character of the rural working waterfront. Overlapping mandates for the administration of District 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 2: Master Plan Objectives and Challenges

The following narrative describes the major planning issues influencing the policy and design solutions embraced in this plan in Chapters 4 and 5. Many of the planning challenges presented herein are interrelated issues and often affect more than one area of the Harbor. Consequently, there is some overlap in the discussions and reiteration of certain issues affecting Harbor planning.

A. Harbor 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 performing only pure harbor enterprise functions, the District was able to pay for necessary capital improvements and operation-related expenses. With the 1976 enactment of the California Coastal Act, the District was required to provide non-enterprise service functions and operations serving 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 for the Harbor. Presently, tax revenues fund all the non-enterprise public programs. These tax-funded improvements are essential in maintaining and enhancing the public facilities at Crescent City Harbor. Grants and other external funding sources, such as the property taxes earmarked by voter propositions, are also significant contributors to capital improvement programs.

Perhaps the single biggest challenge facing Crescent City Harbor District is its financial solvency. The Williams-Kuebelbeck Associates market and economic analysis found that the sharp decline in the fishing industry through both additional regulations and depletion of the resource has caused a dramatic decline in commercial fishing activity at Crescent City Harbor. This coupled with the State's recent economic recession that has resulted in the State taking a significant portion of the District's property tax revenues, the District finds itself struggling for its economic survival. While the District must continue to provide for commercial fishing and recreational boating activities, it will need to make a dramatic shift to increasing visitor serving commercial activities to generate the revenues it will need to create a long-term sustainable future for the harbor. Without this shift in priorities, the Harbor District will be increasingly challenged to meet its obligations of the

Chapter 2: Master Plan Objectives and Challenges

California Coastal Act and the State Tidelands Grant for the benefit of the people of Del Norte County and the people of the state of California without the financial resources to do so.

The recent economic analysis of the Harbor District by Williams-Kuebelbeck in 2004 found that, although the District supplements expenses with grant incomes, loans, and has a focus on cost-effectiveness, revenues cannot keep pace with expenditures that are required to sustain Harbor operations. 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.

The Crescent City Harbor Master Plan proposes a number of new facilities and improvements in Crescent City Harbor that will occur in phases in the coming years. Some of the facilities envisioned in this plan will need to be constructed by the Harbor District itself. Other improvements and facilities such as the recommended retail, hotel, and restaurant developments are to be pursued as public-private projects based on new leaseholds that will be defined and that would likely be a further basis for Request for Proposals soliciting developers to make those improvements at the right time in Crescent City's marketplace. This section outlines which of those facilities would be public vs. public-private.

The Board of Harbor Commissioners reviewed and evaluated lists of uses derived from the public workshops during the master planning process to establish a program of prospective uses to be permitted on District Property. The goal of this effort was to balance the distribution of activities around the Harbor in a flexible and financially sustainable structure that will safeguard coastal resources, enable new development, and provide opportunities for public enjoyment of District tidelands.

When the Board of Harbor Commissioners considers pursuing a project or allowing new development, it is ideal to balance potential income against operating expenses of the new use. Financial feasibility of the use and potential funding sources should also play into the decision making process. Typically, the highest revenue generating uses are visitor-serving uses. The commercial components that make up these uses can offset some of the capital and overhead expenses of the District. When designed properly, the result can be a healthy, symbiotic relationship that augments the

Chapter 2: Master Plan Objectives and Challenges

District income, while meeting the needs of harbor users and those who wish to enjoy the Harbor atmosphere and services.

Some revenue generating uses that exist at the Harbor could be improved to generate more income, and new uses could be introduced at the Harbor to strengthen the economic stability of the Harbor District. Such improvements envisioned by this Master Plan are outlined below.

1. Improvements to Existing Public Facilities

Within the Crescent City Harbor boundaries, there are a number of existing facilities that need to be improved ranging from the reconfiguration of the Inner Boat Basin to making ADA accessibility improvements to existing public structures. District improvements to existing facilities include:

- Reconfiguration of the Inner Boat Basin to refurbish aging dock systems and increase the number of both commercial and recreational slips.
- Construction of a new replacement restroom with fish cleaning station at the boat launch ramp.
- Construction of new bathroom, showers, laundry, and fish cleaning facilities to serve the Inner Boat Basin.
- ADA improvement upgrades to the following facilities:
 - o Harbormaster's office
 - o Existing public restroom facilities
 - o The Inner Boat Basin
 - o Pedestrian access from Highway 101
 - o ADA parking improvements
 - o Crescent City Maintenance and Facility Shop
- Construction of infrastructure improvements to set the stage for public-private investment in the Harbor.
 - o Improvements to Inner Boat Basin including landscaped parking and new replacement restrooms.
 - o Construction of a waterfront promenade around the Inner Boat Basin.

Chapter 2: Master Plan Objectives and Challenges

- o Reconstruction of Citizen's Dock Road with perpendicular parking and street trees.
- o Construction of new entry monuments at the intersections of Citizen's Dock Road and Highway 101 and Anchor Way and Highway 101.
- o Installation of a traffic signal and a lighted pedestrian crosswalk at Highway 101 and Citizen's Dock Road.
- o Reconfiguration of parking along the Anchor Way Groin.

2. Improvements to Existing Public-Private Projects

These improvements to existing leaseholds would be expected to be installed by leasehold tenants.

- Make ADA accessibility improvements to the following structures:
 - o Sheriff Marine Patrol
 - o The Fisherman's Restaurant
 - o RV Park restrooms
 - o England Marine Supply restrooms
 - o Yacht Club
 - o Captain's Table restrooms
 - o Seafarer's Hall restrooms
 - o Harbor Anchorage RV Park office
 - o Albers Fishery restrooms
 - o Entry to Kim's Hair Studio
 - o Anchor Way retail restrooms
 - o Entry to Beacon Burger
 - o ADA signage in Chart Room restroom
- Make landscape and amenity improvements to the RV parks as a condition of lease extensions.

3. Improvements for New Public Facilities

The following improvements would be constructed by Crescent City Harbor District

- Clean up the existing storage yard and relocate it to the area occupied by the former Captain's Table restaurant behind the maintenance shop and next to the boatyard occupied by Fashion Blacksmith.

Chapter 2: Master Plan Objectives and Challenges

- Construct new access road to the Inner Boat Basin parking lot at west end of the Harbor District property.
- Construct the remainder of the pedestrian Waterfront Promenade that is not constructed as a condition of leasehold improvements.
- Construct an ADA accessible ramp from Anchor Way down to Crescent Beach.
- Consider constructing the Outer Boat Basin floating dock system subject to further environmental evaluation.
- Upgrades to water systems serving the Harbor to serve new leaseholds.
- Construct new building(s) on Anchor Way to accommodate relocated businesses, i.e. Sandy's, the Surf Shop, etc.

4. New Public-Private Improvements

The following improvements would be constructed by future leasehold tenants/developers.

- Construct Lighthouse Maritime Museum and site improvements.
- Construct new restaurant with waterfront promenade, public plaza, and landscaped parking at Inner Boat Basin.
- Construct new Crescent Beach Hotel, waterfront promenade, and parking facilities.
- Construct Crescent Beach restaurant and shops near Crescent Beach Hotel.
- Eventually construct new Harbor Related Commercial development on Citizen's Dock Road between Starfish Way and the Harbormaster's office.

Chapter 2: Master Plan Objectives and Challenges

- Construct new retail live/work development on Citizen’s Dock Road between Highway 101 and Starfish Way.
- Construct Marina hotel, restaurant, and support parking west of the Inner Boat Basin.
- Construct portions of the waterfront promenade as adjunct to leasehold improvements.

B. Harbor Uses

1. Coastal Dependent Uses

One of the fundamental priorities of the California Coastal Act is the reservation of essential coastal resources to serve coastal dependent needs. As a harbor, coastal dependent needs coincide with the District’s mandate by the State for the operation and management of the harbor. Coastal dependent uses are those that derive their existence from their 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.

- a. **Commercial fishing** has long been the major activity at the Harbor utilizing approximately 200 permanent boat slips in the Inner Boat Basin. Crescent City Harbor provides the only commercial fishing industry access from Brookings to Eureka. Although commercial fishing has long been an important part of the Harbor’s economy, over the last decade the commercial fishing industry has suffered persistent declines. This decline is reflected in the decrease demand for commercial fishing facilities. The California 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). It is clear through the studies done by Williams-Kuebelbeck that levels of income from commercial fishing enterprises no longer supports the capital costs required to support the industry. The Harbor will continue to value the commercial fishing industry as an important part of its heritage and future, and consistent with regional demand, will provide the continuation of resources to serve it. In response to the industry

Chapter 2: Master Plan Objectives and Challenges

decline, this Master Plan anticipates the redistribution of resources to other boating and fishing uses. Commercial fishing contributes to the character and charm of the working Harbor and require the presence and reinforcement of complementary uses such as the ice-house, fish buying stations, and retail fish sales that operate on Citizen’s Dock.

- b. **Sports fishing** In search of salmon, albacore, halibut and cod, both local and out of town fishermen launch boats near Anchor Way, fish during the day, and tend to return that same afternoon. Focused primarily in the Outer Boat Basin and its aging seasonal floating dock system, sports fishing has also witnessed a decline due to increasing government regulations, quotas, and closures, and it is unlikely that the fishing industry will expand in the future.
- c. **Marine retail and services** operate at the Harbor 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 coastal dependent. Uses such as the marine supply, boat yard, and bait and tackle provide essential marine services and supplies to harbor users and to those who require gear, replacement parts, boat and engine repair, and other marine provisions.
- d. **General water-oriented recreation** is a category that comprises a combination of users that take advantage of the pleasant waterfront and beach environment. Beach goers who frequent North Beach and Crescent Beach fill this category as well as some visitors to the harbor itself. Water-oriented recreation includes such activities as swimming, sunbathing, surfing, and leisurely walking. It can also include small watercraft activities such as kayaking, jet skiing, windsurfing, and catamarans. The facilities necessary to support such uses include coastal access ways (stairways, ramps, boat launch), picnic tables, barbecues, benches, and other amenities. There are two “legs” to Citizen’s Dock that also enjoy fishing opportunities.
- e. **Marine-related public agencies** – the administrative and operative divisions of the Harbor District require waterfront locations; hence, they are a coastal dependent use. Presently, the Harbormaster’s office is

Figure 2-A Existing Conditions Exhibit



- Building Key**
1. Sheriff's Marine Patrol
 2. Restroom
 3. Harbor Master's Office
 4. Yacht Club
 5. Ice House
 6. Nor-Cal Seafoods
 7. LGZ Seafoods
 8. J+S Seafoods
 9. Coast Guard
 10. Chart Room
 11. Synchrono Lift
 12. Carvanto Fisheries
 13. Pacific Choice
 14. Albere Fishery
 15. Old Treatment Facility
 16. RV Office
 17. Manager's Trailer
 18. Fish Processing & Wastewater Treatment Center
 19. Fashion Blacksmith Shop
 20. Shop
 21. Coast Redwood Art Association
 22. Fishermen's Wives' Hall
 23. Radio Station
 24. Restaurant
 25. England's Manne
 26. Car Wash
 27. Sandy's
 28. South Beach Outfitters
 29. Beauty Shop/Beacon Burger
 30. Abalone Operation

CITY LIMITS
 HARBOR DISTRICT BOUNDARY



CRESCENT CITY HARBOR MASTER PLAN
 PROJECT AREA AND EXISTING FEATURES



Figure 2-A

Chapter 2: Master Plan Objectives and Challenges

located at the base of Citizen's Dock adjacent to the inner harbor and transient dock, and the Coast Guard Station is at the base of Whaler's Island. The locations allow a clear view of the harbor mouth and close proximity to the inner harbor.

2. Coastal Related Uses

Coastal related uses are 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 use may complement coastal dependent uses by providing for the needs of coastal visitors and workers including visitor accommodations, restaurants, event space, concessions, and parking. The Coastal Act requires the protection and provision of lower-cost visitor-serving and recreation development as well as maximum access to shoreline recreation areas. This includes such support facilities as directional signage, parking, and over-night visitor facilities.

a. Visitor Serving Uses

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. At Crescent City Harbor, visitor-serving uses include restaurants, general recreation, and sightseeing. Many people venture to the Harbor both day and evening to sightsee and dine. Positive comments on the opportunity to enjoy the character of the working harbor can often be heard.

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

Overnight stay also plays an important role in providing low-cost visitor facilities. There are two RV Parks located at the Harbor—Bayside RV park and Harbor RV Park—both offering overnight accommodations to those with RV's. RV camping has become increasingly popular in recent years. While RV campers are an important revenue source of income for

Chapter 2: Master Plan Objectives and Challenges

the District, there has been some concern about the RV parks turning into permanent residences instead of the overnight facilities they are intended to be. These parks offer the nearest beach front camping in Crescent City aside from Shoreline Campground.

C. Environmental Protection

Waterfront areas are dynamic 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, to limit conflicts with adjacent uses, and will create a harmonious and aesthetic setting. Waterfront areas are not only the beaches and tide pools but also include offshore resources. Aquatic life and marine habitat are among the resources protected under the California Coastal Act. To the greatest extent possible, interference with these resources through use or activities that occur either in the water or landward of the coastal waters is restricted. Alternatively, marine resources should be maintained, enhanced, and where feasible, restored.

1. Water Quality

Public Resource Code §30231 addresses water quality of coastal waters. Water quality is affected by the introduction of contaminants and other materials that originate on land and in the water (boating related). Erosion and sedimentation into Elk Creek and Crescent Bay potentially compounds the deposition of materials around the Harbor, which affects both water quality and boating accessibility. At present it is not known whether toxins or contaminants are present in Crescent City Harbor, but should such toxins be present that would compromise the health of beachgoers and wetland and riparian habitats, the Harbor District should monitor other activities around the Bay to ensure the Harbor does not become the endpoint for upstream pollution.

While the Harbor District is not in control of development that occurs upstream of the Bay, they can influence the decisions and actions of responsible agencies to minimize deposition of materials and toxins into the Creek and the Bay. The Coastal Commission and State Water Quality Control Board are generally looked upon to regulate land use and water quality issues, respectively. Del Norte County and the city of Crescent City have permit authority landside. The Harbor District monitors and maintains its water quality since the Harbor is dependent on coastal waters for its livelihood. The Harbor avoids water quality degradation from sewage in the harbor by disposing all sewage from boats and shore-side facilities through the city sewer system.

Chapter 2: Master Plan Objectives and Challenges

2. Cultural and Biological Resources

Waterfront land is influenced by the local marine environment, which produces distinctive features such as vegetation, habitat, and soils. At the Harbor, most land areas around Crescent Bay have experienced previous disturbances, including grading and active use. Even so, planning efforts must evaluate areas to determine if they are appropriate for development and design improvements with sensitivity to the site and surrounding areas.

The area around Crescent Bay was used historically by Native Americans for centuries before the arrival of white settlers. Two archaeological sites are known to exist in the harbor area, but outside the Study Area Boundary. The remains of Tolowa villages are located on the small strip of land that extends into the harbor between Dutton's Dock and the Outer Breakwater, and near the intersection of Front Street and Sunset Circle. No archaeological or historical resources were identified within the Harbor District boundaries. These areas have been significantly modified over the years which would minimize the likelihood of any Native American artifact preservation.

A coastal dune vegetative complex characterizes most of the natural areas of the study area. However, most of the natural features, native habitats, and plant communities within the project area have been altered by commercial development or other Harbor related activities. Therefore, few native biological resources exist on the site. Much of the undeveloped disturbed area consist of upland ruderal vegetation communities that are characterized by weedy non-native, herbaceous, species that tend to favor disturbance.

A biological assessment conducted by Tamara L. Gedik of Gedik Biological Associates, identified three wetlands on Harbor District property, the most significant of which is an extensive undelineated wetland located adjacent to Highway 101 and the Bayside RV Park. Two other wetlands characterized as "willow thickets" were found, one on the extreme western edge of the Harbor District property and another just north of the dredge spoils area. Neither of these areas are proposed for any development and are proposed to be set aside as habitat preserves in the Master Plan.

Chapter 2: Master Plan Objectives and Challenges

Occurrences of habitat favorable to the Wolf's Evening Primrose, a special status plant species, were found in the upland portion of Crescent Beach outside the Harbor District planning area and just below the Inner Boat Basin parking lot and dredge spoils area upland from Crescent Bay. The Master Plan avoids impacting these areas and protects them as recommended in the Biological Report for the Crescent City Harbor District Master Plan (Gedick, 2005). Specific mitigation and monitoring measures are identified in the Mitigated Negative Declaration and are hereby incorporated by reference into the plan. These measures will be implemented in accordance with the mitigation and monitoring program.

3. Scenic Resources

Crescent City Harbor District is committed to maintaining the scenic qualities of Crescent City Harbor and its environment. The waterfront landscape remains much the same as it has for generations, a pleasant seaside harbor with maritime facilities with a rugged natural charm. Harbor facilities such as the piers, the Inner Boat Basin, the green space along Highway 101, and the rugged Whaler's Island contribute in large part to the harbor's long-lived character.

The California Coastal Commission has raised a statewide concern with the incremental deterioration of scenic landscape and coastal public viewsheds, and Public Resource Code Sections 30251 and 30253 of the Coastal Act requires the protection of the scenic and visual qualities of coastal areas. These concerns include grading and land form alteration, compatibility with surrounding waterfront character, views from off-shore 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. The waterfront character of Crescent City Harbor should be respected in the architecture, lighting, and landscaping of new development. Landscaping could be introduced to frame key views of and from the harbor. New uses should incorporate design measures that reduce long-term maintenance requirements.

D. Access

Both the Coastal Act and 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. Opportunities for public access exist vertically from the land or

Figure 2-B Biological Constraints Exhibit



CRESCENT CITY HARBOR MASTER PLAN
 BIOLOGICAL CONSTRAINTS



Chapter 2: Master Plan Objectives and Challenges

dock structure to the water and boating facilities and laterally along the waterfront perimeter. While there are ample opportunities for access to the coastline along much of the harbor, they are ill-defined and disjointed, and there are a number of issues associated with ADA accessibility to public facilities in the harbor. A network of walkways, open spaces, overlooks, visitor amenities, and integrated circulation improvements enhances public access to and enjoyment and appreciation of, the Crescent Bay waterfront. In addition, access improvements at the Crescent City Harbor support other County efforts to develop the California Coastal Trail (CCT), a continuous 1200-mile trail along the California Coastline that will ultimately extend from the Oregon border to the border at Mexico. The CCT was designated as California's Millenium Legacy Trail in 1999 by then-Governor Gray Davis and the White House Millenium Trail Council. Figure 2-C shows how the California Coastal Trail will be extended through the Harbor from the city limits to Crescent Beach.

1. Road Access

Vehicle access to the Harbor is provided at three locations off of Highway 101: Anchor Way, Neptune Way, and Citizen's Dock Road. These access points are controlled by the city of Crescent City and all terminate at the Harbor. Citizen's Dock Road is the furthest north and serves as the main entrance into the Harbor. The northbound and southbound approach from Highway 101 consists of a shared through/right turn lane and a two-way left turn lane to access Citizen's Dock Road from Highway 101. The eastbound approach, Citizen's Dock Road, includes one shared through/left turn lane and one right turn lane. The westbound approach is a single lane street terminating at Citizen's Dock. Sight distance onto Highway 101 is acceptable as it exceeds 1000 feet in each direction and therefore exceeds the minimum standard of 600 feet as required by the Highway Design Manual for a 55-mile-per-hour design speed.

Anchor Way is a secondary access to the Harbor and defines the southern border of the Harbor. For access to Anchor Way, the northbound approach to Highway 101 includes a single lane, and consists of a two-way left turn lane. The southbound approach to Highway 101 consists of a shared through/right turn lane and a two-way left turn lane, which acts as an acceleration lane for traffic turning left off of Anchor Way. Anchor Way consists of a single-lane approach with a flared right turn. Sight distance along Highway 101 exceeds 1000 feet in each direction and therefore exceeds the minimum standard of 600 feet as required by the Highway Design Manual for a 55-mile-per-hour design speed.

Chapter 2: Master Plan Objectives and Challenges

Anchor Way provides direct access to the boat launch and the Coast Guard facility that reside at Crescent City Harbor.

Neptune Way is also a secondary access to the Harbor and is located between the two other access roads and bordered to the north and south by RV parks. Neptune ends with a “T” intersection at Starfish Way. Neptune is a narrow two-lane road with no striping. The road has a wide entry at Highway 101 allowing plenty of movement for ingress and egress from this access road. Highway 101 approaching Neptune Way has a shared through/right turn lane and a two-way left turn lane.

2. Boat Access

Crescent City Harbor provides harbor services and functions and as such providing access to those vessels is essential. Boaters need regular access to the water from getting boats into the water via launches, ramps, hoists, to along side the pier. Planning challenges facing water access include sedimentation and sand shoaling in the harbor which requires frequent maintenance dredging in order to keep the harbor and its facilities navigable by boaters. Maintaining accessibility to the Inner Boat Basin, the Outer Boat Basin, Citizen’s Dock, and the working waterfront of Crescent City Harbor requires regular maintenance dredging, one of the biggest issues facing the harbor. With the closure of an off-shore dredge spoils site, it is now necessary for Crescent City Harbor to use the dredge spoils area as a dewatering area for dredge tailings. While these dredge tailings, once dried, had to be transported for disposal at Del Norte County’s landfill, that landfill is now closed. The question of where to dispose of dredge tailings is an issue that the Harbor will need to resolve in the future. The nearest off-shore dredge spoils site to Crescent City Harbor is in Brookings, Oregon, a considerable and expensive distance away. According to the Coastal Commission periodic review, the State in this region is experiencing a trend towards increased recreational boating facilities and away from those dedicated to commercial fishing.

Two launch ramps provide boat access to the water. The main launch ramp is located near the end of Anchor Way towards Whaler Island. This wide facility is a two-lane ramp in a protected basin with boarding floats along the southern and western edges. A gangway at the western edge of the launch basin provides access down to the boarding floats.

Figure 2-C California Coastal Trail Extension

CALIFORNIA COASTAL TRAIL & WATERFRONT PROMENADE ALIGNMENTS



Figure 2-C

Chapter 2: Master Plan Objectives and Challenges

An auxiliary launch ramp is located adjacent to the synchrolift at the Fashion Blacksmith dock and behind the Harbormaster building. This facility is a two-lane concrete ramp with a fixed metal bollard in the ramp area. This ramp had no boarding floats but there is a raised concrete walkway along the western side of the ramp that may have been a base for boarding floats in the past. There is an existing abutment in place but the water end of the abutment is four feet above the launch ramp and does not have handrails.

3. Public Pier Access

Citizen's Dock is the only public pier in Crescent City Harbor that is managed by the Crescent City Harbor District. This pier is used primarily for loading and unloading operations of fishing vessels. It does not afford much of an opportunity for public fishing directly from the pier.

4. Vertical Access to Beaches and Shoreline

Since the time Crescent City Harbor began managing the tidelands in this area, the creation of points of improved public access for pedestrians to the waterfront to serve harbor users and visitors who can enjoy the amenities of Crescent City Harbor has been a goal of the Harbor District. Vertical public access—getting from an inland area to or overlooking the water's edge—is provided at the following locations:

- (a) **North Beach:** This beach area located toward the water from the western upland area and dredge spoils area may be accessed from the small park built between the beach and the parking lot serving the Inner Boat Basin. However, unless carefully delineated, such access could be harmful to Wolf's Evening Primrose habitat area.
- (b) **Crescent Beach:** There are currently two access points to Crescent Beach to the east of Anchor Way. The accesses to this facility include a stairway down the breakwater as well as an informal path that generally avoids the Wolf's Evening Primrose and wetlands habitat areas upland from the beach adjacent to Highway 101.
- (c) **Whaler's Island:** This rocky outcrop located at the terminus of the Anchor Way Groin is a magnet for people who want to enjoy its scenic

Chapter 2: Master Plan Objectives and Challenges

qualities and the interaction of land and sea. There is also a small cove that serves as a put-in facility for kayakers on the northeast side of the island between Rocky Groin and the Anchor Way Groin.

5. Lateral Access: Connectivity to the Harbor properties

Visitors and users of Crescent City Harbor frequently go to more than one destination on Harbor District property by walking, driving, or bicycling. Facilitating connections between properties through pathway connections, providing pedestrian amenities, and other facilities enhances the utility of the Harbor District's facilities and enhances the experience of the user. While pedestrians and bicyclists are able to get to most points in the harbor, there are few defined pedestrian rights-of-way to provide lateral access to the harbor. This is an opportunity and a need to enhance that pedestrian waterfront experience if Crescent City Harbor is to become a more attractive, visitor serving destination that will generate the revenue it needs to continue with its ongoing activities consistent with the State Lands Tidelands Act and the California Coastal Act.

- (a) **Inner Boat Basin:** Pedestrian facilities along the waterfront basin are essentially limited to pedestrians using the parking lots to gain access to the water's edge.
- (b) **The Anchor Way Groin:** Pedestrians use Anchor Way to gain access to overlook Crescent Beach east of the Harbor to the west. A clear pedestrian way has yet to be provided that would give pedestrians the comfort of knowing that they are on a waterfront promenade or facility built for their safety.

It would appear to be physically feasible to provide for a waterfront promenade throughout much of the Harbor with the exception of a few isolated areas: the working waterfront of the Central Harbor Area with the syncrolift Fashion Blacksmith Harbor operation and fish processing operations currently located. Although the fish processing operations are currently not active, it is the intent of the Harbor District to preserve these facilities for potential future users in the hopes that fish processing can be brought back to the harbor. In any event, public access through this area should be avoided. The second area is the area by the Coast Guard station which must remain closed to pedestrians due

Chapter 2: Master Plan Objectives and Challenges

to security concerns. Otherwise, there are ample opportunities for creating informal pedestrian walkways throughout much of the Harbor and connecting to the city of Crescent City's coastal trail extension that it hopes to construct between its Shoreline Park, over Elk Creek, and to the Harbor District property in 2006.

6. Access Signage

Public access to Crescent City Harbor could be improved with an access signage program that coordinates with the Harbor District's existing signage. 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 Harbor for their use and enjoyment. Specific areas that could benefit from such a program include beach accessways, dedicated beach and Harbor parking on the waterfront promenade. A coordinated program to encourage alternative transportation use including bicycling and walking could reduce road congestion and parking demands, especially if this information is broadly disseminated in a public outreach campaign.

7. Parking

Unlike most waterfront destinations in California where demand for parking spaces exceeds supply, Crescent City Harbor has substantial parking fields that are rarely fully used. Parking and net repair areas that surround the Inner Boat Basin, the Anchor Way Groin which is predominantly used for parking, and the parking off of Citizen's Dock Road provide ample parking areas to adequately park existing and future uses. However, these broad expanses of parking lots are devoid of landscaping and are in need of restriping and reconfiguration.

8. ADA Accessibility

As part of the update of the Crescent City Harbor Master Plan, an in-depth study of the ADA accessibility of the Harbor was completed. That study identified and itemized the needs for making accessibility improvements to a variety of public and leasehold facilities including those serving the Inner Boat Basin, the Harbormaster's office, the Boat Launch Restrooms, and its parking facilities. While CCHD has made progress in recently completing such improvements as the replacement restrooms near the Harbormaster's office and the Boat Launch

Chapter 2: Master Plan Objectives and Challenges

Ramp in full compliance with ADA, much remains to be done. Section 2.2.A of this plan outlines the ADA improvements that need to be made to public facilities and stipulates that those leaseholds that need to comply with ADA accessibility requirements will be required to make these improvements as a condition of any remodeling or refurbishment of their leaseholds.

E. Services

Public Resource Code Sections 30254 and 30224 of the California Coastal Act directs local governing agencies to reserve essential public services and resources to serve coastal dependent uses such as boating and fishing. Since the Harbor District is governed by Del Norte County's and Crescent City's LCP, proposed developments at the Harbor must be within resource and system capacities available to the Harbor District.

Crescent City Harbor District currently receives its water supply from the city of Crescent City and is served by the city of Crescent City's wastewater treatment plant. While water supply does not appear to be an issue for future Harbor development, the capacity of the City's wastewater treatment plant is an issue although it is apparent that the City is working through the issue to obtain an additional 1000 hook-ups that will allow for further development in Crescent City as well as Crescent City Harbor. The City's recent efforts to lower the biological wastewater components of a large cheese factory appear to have freed up the capacity for 500 new hookups. The City is also in the process of constructing another ocean outfall line to expand its wastewater treatment capacity that will free up another 500 hookups. While the City is still in the approval process of expanding the capacity of its plant, it is anticipated that there will be adequate capacity to accommodate the levels of development envisioned for the Harbor by this Master Plan.

Crescent City Harbor needs to evaluate its costs of operating this system and the feasibility of passing on these costs to the future fish processors and determine the ultimate economic viability of maintaining fish processing uses in the harbor. Until that can be done, the Harbor District needs to preserve the areas historically devoted to these coastal dependent uses in the harbor.

Chapter 2: Master Plan Objectives and Challenges

As for the water lines and sewer lines presently serving Crescent City Harbor, they are adequately sized to meet the needs of future development with simple lateral extensions. The Crescent City Harbor District's fish processing wastewater treatment plant—now idle with the fish processing uses no longer operating—will need to be maintained until it is demonstrated that it is no longer economically viable to operate fish processing uses in the harbor.

F. Safety

Perhaps the biggest safety issue affecting the Harbor is its vulnerability to tsunamis as witnessed by the April 1964 event that decimated the Harbor. As the only harbor of refuge between Eureka and Coos Bay, Oregon with a Coast Guard installation next to Whaler's Island, Crescent City Harbor is viewed as a safe haven from the rough weather of northern Coastal California.

2-D Infrastructure Exhibit

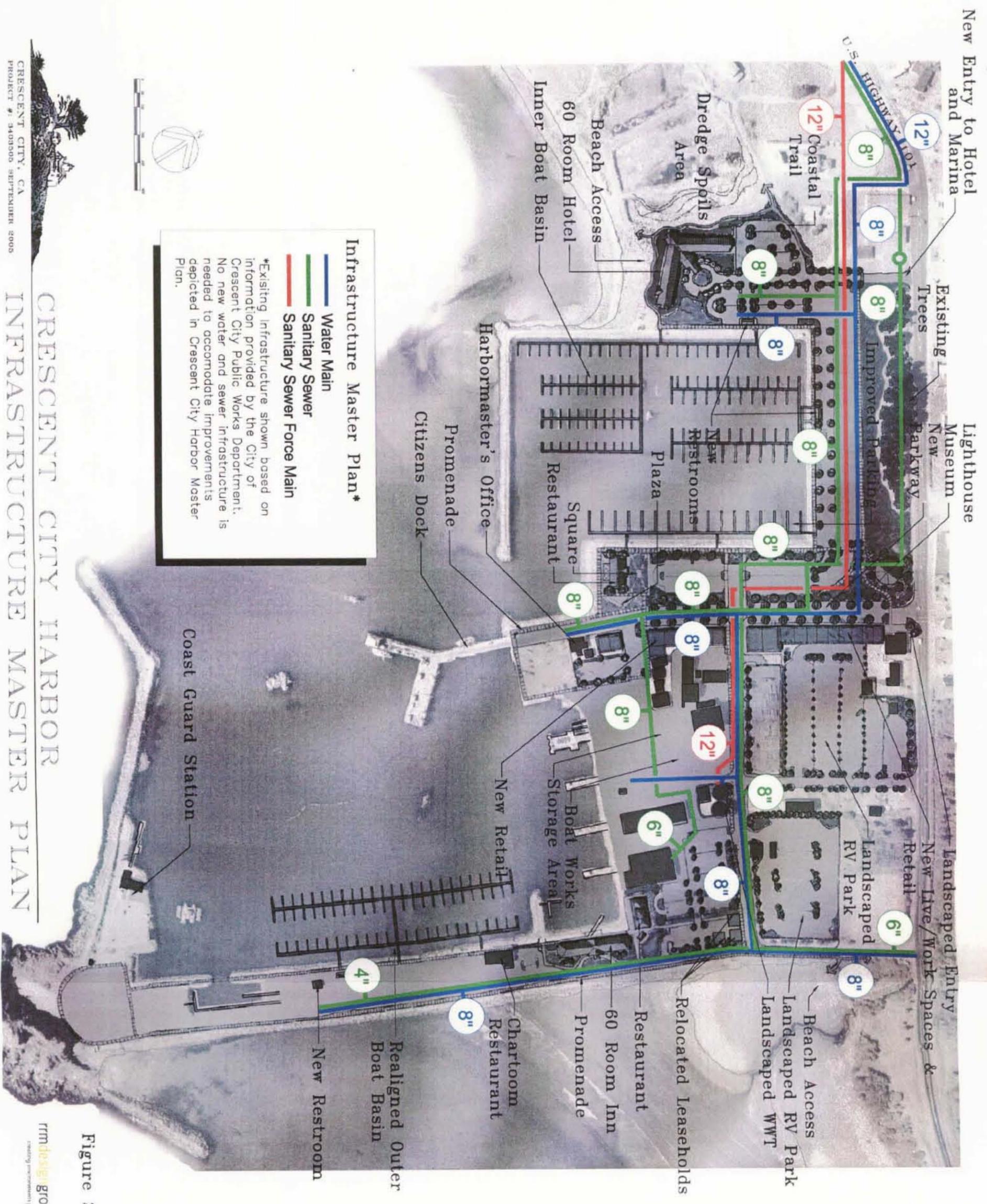


Figure 2-D

Chapter 3: Planning Area Descriptions and Conditions

Crescent City Harbor is made up of several different uses and facilities each of which will be affected to a degree by this Master Plan. This chapter describes these individual components of the Harbor and their current conditions, thereby providing a context for the improvements and policies recommended later in the document in Chapters 4 and 5. The existing facilities in Crescent City Harbor are shown in Figure 2-A.

Descriptions of the nine (9) separate planning areas within Crescent City Harbor—three (3) water planning areas and six (6) upland planning areas—begin with the water planning areas and conclude with the upland planning areas. The location and extent of these planning areas are depicted in Figure 3-A.

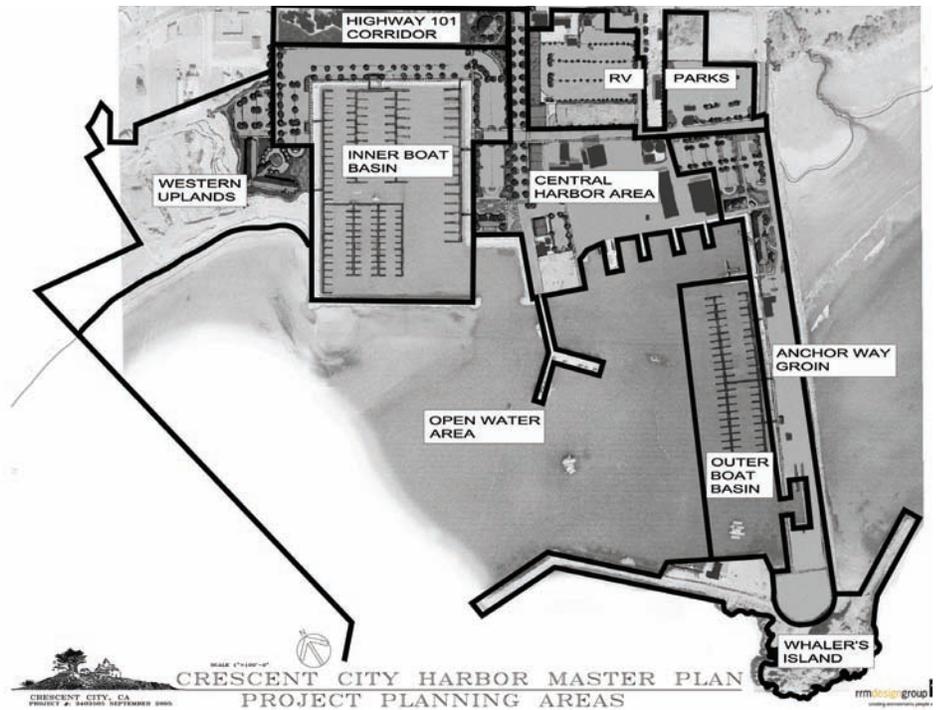


Figure 3-A

Chapter 3: Planning Area Descriptions and Conditions

3.1 OPEN WATER AREA

This area comprises most of the water area within the jurisdiction of the Crescent City Harbor District. The open water area is used for navigation to and from the mouth of the Harbor, into and out of the Inner Boat Basin and the Outer Boat Basin, and the working waterfront along the southern edge of the Central Harbor and around Citizen's Dock.

Of primary concern in these areas is the need to keep these channels navigable through dredging. The areas at the mouth of the Inner Boat Basin in and around Citizen's Dock, the Outer Boat Basin, and the working waterfront areas of the Harbor core need regular maintenance dredging, or the operation and use of these facilities will become extremely limited in the future.

3.2 INNER BOAT BASIN

The Inner Boat Basin is the main berthing marina for commercial and pleasure craft in Crescent City Harbor. With approximately 15 water acres, the Inner Boat Basin presently contains 230 total slips varying in length from 30 to 70 feet.

Included in the Inner Boat Basin planning area are the upland parking lots, restrooms, and net mending areas that serve the marina. Of the permanent docks that are available all year long, Dock A is fairly new and in decent condition. But the rest of the docks are in fair to poor condition and in need of repair and updating. Some utility systems, particularly on Dock C, appear to be aged and deteriorated, and with cracked concrete sections and abrupt changes in surface heights between adjacent sections of the dock, the access ramps do not currently meet ADA accessibility codes, levees at and near the basin entrance appear to need rip-rap repair, and the levee height of 10 feet above the average water line results in very steep gangways at lower tides.

3.3 OUTER BOAT BASIN

This area which has historically served recreational boaters and sports fishing operations during the summer months is located along the west side of the Anchor Way Groin and on the north side of the breakwater leading out from Whaler's Island. The Outer Boat Basin also contains the Boat Launch Ramp that is built into the Anchor Way Groin.

Because the ocean floor here is characterized by hard rock and other materials, the Harbor District has historically relied upon a seasonal floating dock system consisting of combination of permanent and removable wood floats and gangways attached

Chapter 3: Planning Area Descriptions and Conditions

to landside abutments without pilings to secure the systems. Because the District's normal configuration of these dock systems have been oriented against the wind, they have suffered accelerated deterioration due to wear and tear by the elements as well as by their removal and stacking in the parking lot each winter. The existing gangway abutments also appear to be deteriorated and do not meet ADA requirements for accessibility. The exposed Styrofoam flotation billets which were used in dock assemblies appear outdated, in poor condition, and are in need of replacement with modern floating dock systems that do not rely on pilings and configured to have the slips pointing into or away from prevailing winds.

3.4 CENTRAL HARBOR

This area that serves as the heart of the Harbor contains a number of coastal dependant and coastal related uses, including the following:

A. Citizen's Dock

Citizen's Dock is the visual and activity focal point of Crescent City Harbor. The Dock serves both commercial and recreational fishing uses, providing Harbor users and visitors with direct water access, fishing opportunities, fish cleaning stations, as well as scenic vistas of the Harbor. The dock splits into two legs at its mid point with one configured to the west and the other to the southwest. The southwest portion of the dock holds five small buildings used by commercial fishing operations to unload their catch. The leg pointing directly west is home to the two-story icehouse which provides flake ice to the fishing fleet. Two small fish unloading buildings are adjacent to the icehouse. Citizen's Dock appears to be in good condition.

B. Harbormaster's Office/Transient Restroom Building

The Harbormaster's Office is located along Citizen's Dock Road just east of the Inner Boat Basin. The building serves as the administrative headquarters of the District where it conducts its regular Harbor Commission meetings. Adjacent to the Harbormaster's office is a new public restroom, laundry, and shower facility that was installed at the end of 2004 to serve transient boaters and those utilizing the Inner Boat Basin. The pavement in the roadways and parking areas near these facilities varies in condition and cars, bicycles, and pedestrians are not clearly directed by current traffic patterns and signage. The Harbormaster's building is in poor condition and requires substantial renovation to meet ADA requirements.

Chapter 3: Planning Area Descriptions and Conditions

C. Boat Repair

Fashion Blacksmith, Inc. is the only boat repair facility in the Harbor. Boat repair and building takes place in two large bays within the building and also occupies the large yard between the building and the syncrolift at the adjacent dock. Nearby, Englund Marine Supply is a related retail use that sells marine supplies but does not actually do any service or repair work.

D. Seafood Processing and Wastewater Treatment

There are a number of fish processing buildings associated with Crescent City Harbor that have not been used to capacity for some time. On the southwest corner of the Harbor adjacent to Kim's Hair Studios are the Alber Seafood, Inc Building and Pacific Choice (old Eureka Fisheries) building which are two of the largest buildings on the site. Alber Seafood primarily processes Dungeness Crab during the months of November through February, although they occasionally also off-load groundfish at the plant. Pacific Choice Seafoods took over the old Eureka Fisheries building when Eureka Fisheries went out of operation in 2002. Since that time, Pacific Choice has not processed any product in this facility. Recently, there has been some additional interest expressed in these plants.

During the heyday of the commercial fishing era a wastewater treatment plant was installed in the Harbor to support the fish processing facilities. At the time the plant was built it was thought that one additional fish processing facility might be built. The Harbor continues to operate the wastewater treatment plant on a part-time basis as needed to service the existing fish processing facilities.

E. Restaurants and Retail

Situated in the Central Harbor is a cluster of buildings with retail uses including the Fishermen Wives Hall, the Coast Redwoods Art Association, and the Yacht Club. A 6000-sf building that was once home to the Captain's Table Restaurant recently closed and has no plans to reopen. While there are no restaurants on Harbor District property in the Central Harbor area, there are two restaurants on private property near the harbor—the Fisherman's Restaurant located on Highway 101 near Citizen's Dock Road, and the Harborview Grotto located on Neptune Way.

Chapter 3: Planning Area Descriptions and Conditions

F. Citizen's Dock Road

Serving as the primary entryway to Crescent City Harbor, Citizen's Dock Road is the main thoroughfare that connects Highway 101 to the Central Harbor area and Citizen's Dock itself. While the road appears to be in decent condition, its lack of landscaping and clearly designated parking areas make for a primary entry in need of enhancement.

3.5 RV PARKS

This area comprising the northwest portions of the Harbor District lands include two (2) existing RV parks which offer affordable recreation opportunities to visitors to Crescent City Harbor. They include the 129-unit Harbor RV Park which derives its access off of Citizen's Dock Road and the 137-unit Bayside RV Park which is accessed by Anchor Way to the east. The remaining portion of this planning area was once the site of a former RV park that was abandoned when it was thought a hotel concern might develop on the area adjacent to Anchor Way. At present this area now serves as parking to the users of Crescent Beach as well as patrons of the nearby commercial uses including the Beacon Burger and Kim's Hair Studio which are close to the water's edge. Also located in the RV park's planning area is a former outdoor storage on the north side of Starfish Way and just south of the Harbor RV Park. This area also served as a buffer area between the wastewater treatment plant and the Harbor RV Park. Currently, this area is used for parking and off-season storage of floats from the Outer Basin.

The existing level of improvements for the RV parks is rather spartan, with minimal landscaping and other amenities for visitors.

3.6 HIGHWAY 101 FRONTAGE

This area includes the connection of Citizen's Dock Road and Highway 101 and stretches west to the Harbor District's boundaries. It is currently occupied by a tree-studded green open space with some signage and entry monuments announcing the entry to the Harbor. At one time the Harbor District had thought about trying to place a hotel in this location which was fought strenuously by the motel operators across Highway 101 from the Harbor. This green space makes for a pleasant image for those entering Crescent City and Crescent City Harbor and is viewed as an important attribute to the Harbor.

3.7 WESTERN UPLANDS

This area located in the westernmost section of Crescent City Harbor overlooking a sandy beach to the south is comprised of an outdoor storage area and a 5.3-acre site that is used for the disposal and dewatering of dredge spoils. The area presently used

Chapter 3: Planning Area Descriptions and Conditions

for storage has become a gathering place of discarded junk. Given its potential for other uses, cleaning up the area and providing a waterfront site for potential visitor-serving development should be seriously considered. The dredge spoils site and the storage yard are the only portions of the Harbor that fall outside of the jurisdiction of Del Norte County and inside the city of Crescent City. The Western Uplands area also contains a habitat preserve area for Wolf's Evening Primrose that will need to be protected as called for in the Mitigated Negative Declaration.

The dredge spoils site is an essential part of the Harbor. With the State's mandated cessation of open water dredge disposals, the Harbor must utilize this site for the dewatering of dredge spoils before hauling them to a more permanent disposal site. Until such time as the Harbor District and other State officials can either find a new site for the dredge spoils—offshore or onshore—the Harbor District will need to continue to operate this dredge spoils site well into the future.

3.8 ANCHOR WAY GROIN

The Anchor Way Groin is a landfill lined by two (2) rock revetments containing fill that extend out from the Crescent City Harbor land mass south to Whaler's Island. This groin contains a number of facilities and serves as a platform for the Outer Boat Basin and the Boat Launch Ramp—one of the more important facilities—and the restrooms, and parking areas that serve it. The Chart Room Restaurant, an important income generator for the Harbor District, also resides on the Anchor Way Groin. The Beacon Burger, Kim's Beauty Shop, and South Beach Outfitters—all located in the northern portion of the planning area—round out the uses in this area. The Harbor District is in the process of reconstructing the boat launch ramp, constructing a new set of public restrooms with fish cleaning stations, and new parking and lighting improvements to enhance the usability of this area by the public.

3.9 WHALER'S ISLAND

Whaler's Island used to be an isolated rocky island off the coast of Crescent Bay until it was connected to the Harbor by the Anchor Way Groin. Surfers and other personal water craft users can access a small calm cove on the east side of the Anchor Way Groin, and there is an informal trail that leads hikers over Whaler's Island and out to stunning views of open water. The Coast Guard Station is located on the north side of Whaler's Island

Chapter 3: Planning Area Descriptions and Conditions

taking advantage of shelter for the cutter and access to the inner Harbor and open ocean. The Coast Guard operates a dock and station on this site within Harbor waters and a permanent resident of the Harbor is the Coast Guard's 87-foot cutter. This location allows a view of vessels crossing the entrance bar and locates the Coast Guard cutter away from the congestion of the inner Harbor.

The Whaler's Island Near Shore Disposal Site, which is situated just east of the Whaler's Island Causeway, has been used as an alternate dredge deposition area in the past. It is subject to very strict monitoring requirements. It is not to be used until after August 1, thus narrowing the normal standard dredging window of April to December. In addition, there are other event date restrictions on the Whaler's Island disposal site to accommodate the Crescent City Triathlon in late August, Labor Day in early September, Coastal Clean-Up Day in mid September, the Noll Longboard Classic in late September, and the Sea Cruise in early October. The land use designation for Whaler's Island according to the Del Norte General Plan and previous Harbor land use plans is "Greenery". This designation is intended to set aside areas to be used for wind or weather screens and for visual effect. Day use recreation is listed as compatible use within this designation. Until recently there was also an abalone farming operation contained in a metal building at Whaler's Island.

Chapter 4: Goal and Policy Framework

4.1 INTRODUCTION

Establishing a policy framework expressed as Goals and Policies is essential to setting a course for the Crescent City Harbor District, the county of Del Norte, and the city of Crescent City to follow as the Harbor 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 Harbor for area residents, Harbor users, and the greater population of the people of Del Norte County and state of California.

One of the most important policy choices is the determination of allowable uses and activities. It is a general policy of the Crescent City Harbor District to stipulate the uses permitted in areas under its jurisdiction. Therefore, each of the nine (9) Planning 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 as allowable due to their essential nature.

4.2 LAND USE DESIGNATIONS

In order to ensure that the improvements and uses at Crescent City Harbor fit into the overall planning objectives of this Master Plan, the Harbor District has attempted to closely adhere to the County's land use designations and development standards in the Del Norte County General Plan and LCP. The LCP designates all coastal lands with Land Use Designations, which encompass an extensive list of possible uses for that area in a matrix known as "Table 3-1" (partially replicated in Appendix G of this Plan). Five (5) land use designations apply to the land and water areas under the jurisdiction of the Crescent City Harbor District:

- **Harbor Dependent (HD):** This designation covers those uses which depend on a waterfront location in order to exist such as boat basins, Coast Guard stations, marine terminals, docking facilities, maintenance dredging, dredge spoils sites, seafood processing, and parking areas that support Harbor Dependent uses.
- **Harbor Dependent Commercial (HDC):** This designation provides for commercial and industrial activities which require immediate access to the Harbor and the land areas adjacent to it. Such uses include commercial

Chapter 4: Goal and Policy Framework

boat basins, floats, skip loading facilities, ship building and repair for untrailered boats, breakwater devices and piers, processing plants for fish or marine products, net and gear repair, Harbor District Offices, and boat launch ramps.

- **Harbor Dependent Recreational (HDR):** This designation provides areas for commercial recreation facilities which require immediate access to the waters or sites adjacent to the water directed to a recreational utilization of the Harbor. Such uses could include recreational marinas, beaches, party boat offices, piers, moorings, breakwaters, recreational boat sales, marine electronic shops, dry storage for trailerable boats, bait and tackle shops, custom fish processing, etc.
- **Harbor Related (HR):** This designation provides for areas in which commercial and light industrial uses are not dependent upon the waterfront location to function but that would benefit from or provide support of activities to a Harbor location. Permitted uses would include restaurants and cafes with ocean and Harbor views, hotels and motels, visitor related services, marine curio sales and manufacture, marine antiques, fishing support services, welding and machine shops, boat brokerage offices, and equipment storage yards.
- **Greenery (G):** This designation sets aside areas of scenic importance or those areas used for wind or weather screens for visual affect. Permitted uses would include utility corridors, day use recreational facilities, planting of native trees, directional signage, etc.

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 Area.

Chapter 4: Goal and Policy Framework

4.3 HARBOR LAND USE PLAN

The land use plan for Crescent City Harbor as depicted in Figure 4-A shows the distribution of the five (5) land use categories outlined above.



Figure 4-A
Harbor Land Use Plan

- **Harbor Dependent Uses:** the Open Water, the Inner Boat Basin, the Coast Guard Station, and the dredge spoils areas.
- **Harbor Dependent Commercial Uses:** applies to the existing coastal dependent uses in the Central Harbor Planning area, the Harbormaster’s office, the Coast Guard station, the fish processing facilities, Citizen’s Dock, etc.

Chapter 4: Goal and Policy Framework

- **Harbor Dependent Recreational Uses:** designated for the Outer Boat Basin area immediately surrounding the boat launch ramp and its related parking facilities.
- **Harbor Related Uses:** designated for the areas to be improved for visitor serving lodging and commercial development including the northern reach of the Anchor Way Groin, the RV parks, the east side of Citizen’s Dock Road between the Harbormaster’s office on the Highway 101 corridor, the southwest corner of Citizen’s Dock Road and Highway 101, the site opposite the Harbormaster’s office on Citizen’s Dock Road, and the storage area portion of the parking lot on the Inner Boat Basin in the western upland planning area.
- **Greenery Uses:** designated for the Highway 101 corridor adjacent to the Inner Boat Basin, those portions of Whaler’s Island that should be preserved for their scenic values, and the large wetland adjacent to Highway 101.

4.4 ORGANIZATION OF GOALS AND POLICIES

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 under these five land use categories. The first part presents information that affect Districtwide facilities followed by individual Harbor planning areas set forth in Figure 3-B.

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.

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.

Chapter 4: Goal and Policy Framework

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

4.5 CRESCENT CITY HARBOR DISTRICTWIDE GOALS AND POLICIES

The following goals and policies apply only to lands owned or controlled by the Crescent City Harbor District.

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

Goal 1: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of various Harbor user groups.

Policy 1: Development Approvals

- (a) **Permit Requirement.** All new development shall obtain Harbor District approval prior to seeking approval from the county of Del Norte, the city of Crescent City, or the California Coastal Commission. New landside development, including alterations to Harbor facilities (other than those already approved by Coastal Commission permits or on-going maintenance) shall require a Use Permit issued by the county of Del Norte or within City jurisdiction, the city of Crescent City.
- (b) **Coastal Development Permitting Authority.** Administer all Harbor land-based properties under the primary permitting jurisdiction of the county of Del Norte. Permitting for tideland and water areas are administered by the California Coastal Commission.

Policy 2: Priorities, Services, and Facilities

- (a) **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

Chapter 4: Goal and Policy Framework

services are reserved for coastal dependent uses proposed in this Master Plan. Development will reflect the priorities according to the following classifications:

- (1) **Harbor 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, and other uses that fall within the Harbor Dependent, Harbor Dependent Commercial, and Harbor Dependent Recreational land use designations.
- (2) **Harbor Related Uses.** The secondary priority is to accommodate uses that relate to but do not require the presence of water but that benefit and benefit from a location in proximity to the waterfront including restaurants and cafes, hotels and motels, visitor related services, trailer boat storage, equipment rental, as well as uses that provide for the needs of waterfront visitors and workers.
- (3) **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.

Policy 3: Economic Development

To improve economic viability of the Harbor District and its ability to raise revenues to enable it to meet its obligations in the State Tidelands Grant and the California Coastal Act, the Crescent City Harbor District will undertake a number of economic development activities to enhance Harbor facilities and to strengthen its economic standing.

- (a) **Refinance BAW Debt.** The Harbor District will work with the State Department of Boating and Waterways to refinance its existing debt and seek and obtain additional funds sufficient to allow the Harbor District to redevelop and reconfigure the Inner Boat Basin

Chapter 4: Goal and Policy Framework

- (b) **Create new leaseholds.** The Crescent City Harbor District will create new leaseholds for areas designated for Harbor Related uses and solicit proposals from qualified developer/operators to develop the Harbor View Restaurant, the Crescent Beach and Marina Hotels and restaurants, harbor related retail, and eventually the mixed-use live/work development on the east side of Citizen's Dock Road.
- (c) **Grantsmanship.** Crescent City Harbor District should continue to be aggressive about applying for and obtaining grants for funds to design and improve the waterfront promenade, to develop a set of Harbor District Design Guidelines, install replacement restrooms, showers, and laundry facilities for the Inner Boat Basin, construction of the Coastal Trail, and make ADA accessibility improvements to public facilities in the Harbor.

Policy 4: 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, and public parking:

- (a) **Water.** Do not exceed the existing amount of water supply available to the Harbor District from its entitlement from the city of Crescent City. 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.
- (b) **Wastewater.** Do not exceed available capacity in the Crescent City Wastewater Treatment plant or the Harbor District's Fish Processing 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 their wastewater hookup entitlements to any users except lessees, concessionaires, or other Harbor uses consistent with this Master Plan. Upon approval of this Master Plan, the Harbor District should apply for the hookups needed by new public private development from the city of Crescent City sewer.

Chapter 4: Goal and Policy Framework

(c) **Parking.** Maintain adequate parking to accommodate Harbor users and visitors. Require new users to provide additional parking consistent with the Del Norte County Local Coastal Plan Ordinances.

Policy 5: Boating and Fishing Facilities. Recognize and protect the importance of boating and fishing to Crescent City Harbor by requiring other users to incorporate site and design measures that avoid interfering with these priority uses.

Policy 6: Visitor Serving and Recreational Facilities. Enhance public enjoyment of the Crescent City Harbor waterfront by protecting and, where feasible and appropriate, providing a range of opportunities for coastal recreation and visitor serving facilities.

Policy 7: 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.

Policy 8: Marine Science and Education. Allow, subject to review, facilities for marine-related scientific research and education on property owned or managed by the Harbor 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.

Goal 2: Access

Provide enhanced access for all Harbor users and visitors.

Policy 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.

Policy 2: Shoreline Access. Maintain public access to the beaches, oceans, and Harbor properties, and enhance such access where feasible and consistent with public safety.

Chapter 4: Goal and Policy Framework

Policy 3: Development Contributions to Enhanced Access. Require new commercial developments or redevelopments to provide public access improvements and enhancements including related improvements such as extensions of the Coastal trail, the Crescent City Harbor Waterfront Promenade, interpretive exhibits, benches, and picnic tables.

Policy 4: Extend the California Coastal Trail. Crescent City Harbor District supports the extension of the California Coastal Trail from the city limits to the west to Crescent Beach to the east as a continuous pedestrian thoroughfare with maximum access to the water's edge.

Policy 5: ADA Accessibility. Crescent City Harbor District will retrofit its public facilities to bring them into compliance with the Americans with Disabilities Act ADA and will require leaseholders to bring their facilities into ADA compliance in conjunction with any remodeling or improvements to their leaseholds.

Goal 3: Aquatic and Terrestrial Habitats

Responsibly manage and protect aquatic and terrestrial resources and their habitats in and surrounding Crescent City Harbor.

Policy 1: Marine Environments. No actions taken by the Board of Commissioners or Harbor District can result in significant and unavoidable decreases in water quality of Crescent Bay, including the sensitive habitat of Elk Creek.

Policy 2: Clean Boating. Work with other entities in efforts to educate and encourage boaters and boating facility operators to use best management practices.

Policy 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.

Policy 4: Native Vegetation. Require landscaping plans to incorporate native plants and other coastal species appropriate to the site that reflect the Harbor's waterfront character.

Chapter 4: Goal and Policy Framework

Policy 5: Land-Based Sensitive Resources. Incorporate decisions and implementation measures that protect identified environmentally sensitive resources.

Goal 4: Visual and Scenic Resources

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

Policy 1: Waterfront Character. Protect scenic qualities including the time-honored character of Crescent City Harbor and compatibility with surrounding uses and views.

Policy 2: Landscaping Improvements. Encourage street tree plantings along Citizen's Dock Road to frame views of and from the Harbor, utilizing hardy trees that can stand up to the wind and salt air environment.

Policy 3: Long-Term Design. Incorporate visually pleasing design solutions that limit long-term maintenance requirements.

Policy 4: Cultural Resources. Incorporate decisions and implementation measures that conserve cultural and historical resources in development of affected Harbor properties. The Harbor District will consult with local Native American Tribes prior to implementation of physical developments to ensure that any sacred sites and other cultural resources are protected. The District will also provide an opportunity for Native American Tribes to have a member of the tribe present during any ground disturbing activities on the project site.

Policy 5: 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.

4.6 PLANNING SUB-AREA GOALS AND POLICIES

A. Open Water Planning Area

The following goal and policies apply only to the Harbor Dependent land use category of the Open Water Planning Area. The California Coastal Commission administers permits for the Open Water Area.

Chapter 4: Goal and Policy Framework

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

Policy 1: Water Space Distribution. Divide water areas among marina for commercial fishing, recreational boating and sports fishing, anchorages, navigation channels, open water areas, swimming areas, and other water uses according to the Board of Commissioners policy and changing market demands.

Policy 2: Other Vessels. Allow mooring and anchoring of industrial, commercial, governmental, and marine research vessels subject to case-by-case District determination.

Policy 3: Breakwater. Consider and evaluate complete proposals to expand or alter the breakwater protection, including proposals for alternative breakwater systems, to resist littoral drift into the Harbor and to extend the life of dredging efforts.

Policy 4: Dredging. Continue with the Harbor District's maintenance dredging of the Harbor mouth navigational channels, the entrance to the Inner Boat Basin, the area around Citizen's Dock, the working waterfront, and the Outer Boat Basin at such time as it is viable to reconstruct the floating dock system in that basin. Continue to work with the necessary agencies to find an alternative dredge spoils site offshore to the extent it is possible to do so.

Policy 5: Limitation on Use. Maintain the Open Water Area for navigation purposes, fishing and boating, public piers, 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, fuel and ice sales, yachting and rowing clubs, and cruise ships and other uses as allowed in the Harbor Dependent Use designation by the Del Norte County General Plan's Coastal Policies.

Chapter 4: Goal and Policy Framework

B. Inner Boat Basin Planning Area

The following goals and policies apply only to the Harbor Dependent and Harbor Related land use categories affecting the Inner Boat Basin planning area. The Coastal Commission administers coastal development permits for the water area of the Inner Boat Basin bowl, an attractive efficiently configured marina that accommodates an expanded number of slips with refurbished restroom and parking facilities to serve it.

Goal: A reconfigured and refurbished marina that will accommodate more slips with modern docks and utilities that would support a mix of commercial and recreational vessels and modern support facilities for the marina.

Policy 1: Reconfigure the Marina. Reconfigure the marina to accommodate up to 280 slips—up from its present 230 slips—that would be available for a mix of both commercial fishing and recreational boats with refurbished docks and utilities.

Policy 2: Marina Support Facilities. Replace the existing public restrooms with new restrooms, facilities for showers, and fish cleaning.

Policy 3: Reconfigure and Landscape Parking Facilities. Reconfigure existing parking areas to provide more efficient layout, utilizing street trees to help delineate parking spaces and increase the attractiveness of the parking facilities.

Policy 4: Provide Net Mending Area. Reserve those portions of the parking areas northeast and east of the Inner Boat Basin currently devoted to net mending as areas for net mending purposes.

Policy 5: Waterfront Promenade. Construct a minimum 10-ft wide waterfront promenade at the top of the rock revetments framing the Inner Boat Basin as a continuous promenade overlooking the marina.

Policy 6: Limitations on Use. Harbor Dependent (HD) Allow activities and facilities that promote commercial and recreational fishing, maritime access, a restaurant, direct seafood sales off boats to the public, other seafood purchases by the public, boat rentals, site seeing, maritime, educational and historic displays and exhibits, specialized marine related programs, public restrooms, shower and laundry facilities, parking, and other uses as allowed in the Harbor Dependent Use designation by the Del Norte County General Plan Coastal Policies.

Chapter 4: Goal and Policy Framework

C. Outer Boat Basin Planning Area

The following goals and policies apply only to the Harbor Dependent Recreational use of the planned used category of the Outer Boat Basin planning area. The Coastal Commission administers coastal development permits for the Outer Boat Basin.

Goal: Provide boat launch and support facilities and generate additional marina capacity through the berthing of recreational and sports fishing boats in the outer Harbor once the demand for those berths outstrips the ability of the Inner Boat Basin to handle them.

Policy 1: Explore feasibility of a New Floating Dock System. Replace the old seasonal docks with a permanent new floating dock system reconfigured to have the boat slips facing into or away from the wind, subject to further economic and environmental evaluation for such improvements.

Policy 2: Maintenance Dredging. Should it become necessary to build the Outer Boat Basin marina, maintain a regular schedule of dredging to insure the navigability of the boat slips by recreational and sports fishing vessels.

Policy 3: Boat Launching Facilities. Explore and implement methods to maintain dredging at the boat launch.

Policy 4: Limitations on Use. Harbor Dependent Recreation (HDR): Allow recreational and sports fishing loading facilities, maritime access and landings, boat fuel and lube oil dispensing, boat rental, skiff storage and launching facilities, sports fishing, site seeing, passenger transportation on water, specialized marine related programs, passive recreation, recreation related merchandise, and other uses as allowed in the Harbor Dependent Recreation use designation by the Del Norte County General Plan Coastal Policies.

D. Central Harbor Planning Area

The following goal and policies apply only to the Harbor Dependent and Harbor Related land use categories covering the Central Harbor Planning Area. The county of Del Norte administers coastal development permits for the Central Harbor Planning area.

Chapter 4: Goal and Policy Framework

Goal: Continue to serve as the heart and the working waterfront of Crescent City Harbor and as the primary location for land-based Harbor Dependent Commercial uses.

Policy 1: Harbormaster's Office. The Crescent City Harbor District will refurbish the existing Harbormaster's building to make the building ADA accessible.

Policy 2: Citizen's Dock Road

- (a) As the primary access and entryway to the Harbor, improve Citizen's Dock Road with perpendicular parking on both sides of the street with trees and landscaping.
- (b) Provide attractive entry signage where Citizen's Dock Road meets Highway 101.
- (c) Work with Caltrans to install a traffic signal at the Citizen's Dock Road and Highway 101 to mitigate traffic impacts of future development in the Harbor.
- (d) As part of the traffic signal improvements, install crosswalks with curb bulbout extensions to minimize the distances pedestrians would have to travel across Highway 101 and Citizen's Dock Road.

Policy 3: Citizen's Dock. Continue to maintain and enhance Citizen's Dock as the primary pier serving the commercial fishing industry.

Policy 4: Fish Processing Uses. Until such time as it can be conclusively demonstrated that fish processing is no longer an economically feasible use in the Harbor, continue to preserve the two former fish processing buildings and hold them in reserve for potential users who might want to reestablish fish processing at Crescent City Harbor.

Policy 5: Fish Processing Wastewater Treatment Plant. Until it can be firmly demonstrated that fish processing uses are no longer economically viable in Crescent City, continue to hold in reserve the Harbor's fish processing wastewater treatment plant so that it can serve such uses in the future. The fish processing wastewater treatment plant should be screened with landscaping along the frontage of Starfish Way.

Chapter 4: Goal and Policy Framework

Policy 6: Harbor View Restaurant. Create a new leasehold and develop a new restaurant with waterfront promenade and public plaza near the mouth of the Inner Boat Basin.

Policy 7: New Enclosed Storage Area. Move the storage area to the site of the former Captain's Table restaurant and the ex-dive shop. This area will be screened on the north side by the maintenance shop buildings, on the east side by Fashion Blacksmith, and on the westside by the Harbor Art Gallery building.

Policy 8: Waterfront Promenade

- (a) Provide for a continuous waterfront promenade starting at the mouth of the Inner Boat Basin, crossing at Citizen's Dock and then turning inward to the Central Harbor area to Starfish Way, along the north side of Starfish Way to Anchor Way, in such a way as to provide for a clear public access through the Central Harbor area.
- (b) Preclude public access where it would conflict with the synchrolift and fish processing facilities.

Policy 9: New Retail Uses. Under a new leasehold(s), solicit developers to construct and manage new retail spaces in the area between the Harbormaster's office and Starfish Way on the east side of Citizen's Dock Road.

(a) Harbor Dependent Uses

Allow commercial and recreational fishing loading, facilities, commercial fish processing, synchrolift, auxiliary boat launch ramps, boat repair, boatyard activities, Harbormaster's office, wastewater treatment plant, fish processing uses, net mending and crab pot storage areas, outdoor storage in an enclosed storage area, marine supply, transient dock restroom, laundry and shower facilities, direct seafood sales off boats, wholesale and retail seafood sales, lube oil dispensing, sight seeing, passenger transportation on water, coastal accessways, educational and historic displays and exhibits, marine related merchandise stores, public safety facility, maritime emergency use, vehicle access, limited parking, waterfront promenades, and other uses as allowed in the Harbor Dependent Use category by the Del Norte County General Plan Coastal Policies.

Chapter 4: Goal and Policy Framework

(b) Harbor Related Uses

Visitor serving commercial uses including restaurants, bars, cafes, retail sales, waterfront promenades, marine curio sales and manufacture, marine antiques, marine art, and other uses as allowed in the Harbor Related use designation by the Del Norte County General Plan Coastal Policies.

E. RV Parks Planning Area

The following goal and policies apply only to the Harbor Related Recreation land use category of the RV Park planning area. The county of Del Norte administers coastal development permits for the RV Parks Planning Area.

Goal: Continue to serve as a source of recreational visitor serving activities while allowing for mixed-use live/work development along the frontage of Citizen's Dock Road.

Policy 1: RV Parks. Because the RV parks are some of the higher income producing leaseholds in the Harbor, they should be retained on these sites until such time as other uses prove more viable. Encourage RV park leaseholders to provide additional landscaping and improved amenities for RV park visitors.

Policy 2: Mixed-Use Live/Work Development. In the area designated Harbor Related Commercial allow for mixed-use live/work development which would provide for commercial retail use on the ground floor and residential use on upper floors. This will require an amendment to the County of Del Norte's Local Coastal Program to allow residential use in a live/work environment in the Harbor Related Commercial land use category.

Policy 3: Wetland Area Preserve. A portion of the planning area lies adjacent to Highway 101 just north of the Crescent Beach RV Park. Preserve the area that is the subject of a wetland as a permanent open space.

Chapter 4: Goal and Policy Framework

Policy 4: Limitations on Use for RV Parks Planning Area

(a) Harbor related use

RV parks, clubhouses, RV park amenities, retail food sales, mixed-use live/work development including Harbor Related retail and live/work units, and other uses as allowed in the Harbor Related Use designation by the Del Norte County General Plan Coastal Policies.

(b) Greenery

Wetland preserve area.

F. The Highway 101 Corridor

The following goals and policies apply only to Greenery Land use category of the Highway 101 corridor planning area. The county of Del Norte administers coastal development permits for the Highway 101 corridor area.

Goal: A land area that remains a scenic entry to Crescent City Harbor providing a strong sense of entry to the Harbor and its facilities

Policy 1: Lighthouse Maritime Museum. Work with the Lighthouse Maritime Museum nonprofit organization to negotiate a leasehold that would be improved by the organization with their proposed Lighthouse Museum at the corner of Highway 101 and Citizen's Dock Road. This will also serve as a compelling entry feature to the Harbor and its facilities.

Policy 2: Coastal Trail. Provide for the improvement of a coastal trail along the northern edge of the parking lot serving the Inner Boat Basin where it adjoins Highway 101 corridor greenway so that it can hook in to the extension of the coastal trail being sponsored by the city of Crescent City to the west.

Policy 3: New Entrance Road. Construct a new entrance road on the westernmost limits of the Highway 101 corridor planning area to connect to the existing parking area serving the Inner Boat Basin and provide access to a future hotel in the western uplands planning area. This entrance should also have an attractive landscaped entry with clear wayfinding to Harbor uses and facilities.

Chapter 4: Goal and Policy Framework

Policy 4: Preserve the Corridor. With the exception of the access roads, the possible widening of Highway 101, and the Lighthouse Maritime Museum, maintain and preserve the remainder of the corridor as the scenic gateway to Crescent City Harbor.

Policy 5: Limitations on Use

(a) Greenery

Allow uses and developments consistent with the Greenery designation including landscape entry features, turf and tree landscaping, directional signage, public events, public gathering and picnic places, plazas, coastal trails, pathways, and a new road access connection to the far western end of the Greenery designation.

(b) Harbor Related

Museum, educational facilities, interpretive exhibits, entry statement, wayfinding improvements.

G. Western Uplands

Goal: *To revitalize this underutilized area to accommodate visitor serving facilities and to preserve the ongoing continuing use of the dredge spoils site disposal of dredge tailings.*

Policy 1: Dredge Spoils Site. Crescent City Harbor District will preserve the dredge disposal site under the Harbor Dependent designation and reserve it for future long-term use for the dewatering of dredge materials resulting from ongoing maintenance dredging activities in the Harbor.

Policy 2: New Hotel and Restaurant. The area presently devoted to outdoor storage and a portion of the parking lot serving the Inner Boat Basin to be devoted to visitor serving commercial and recreation uses including a 60-room hotel, a 6,000 sf restaurant, and supporting parking and landscaped areas.

Policy 3: Alternative Dredge Spoils Site. The Crescent City Harbor District should continue to analyze and explore alternatives to utilizing the dredge disposal site for dewatering of dredge materials. If it is able to find a suitable off-shore alternative for the disposal of dredge materials, it should reconsider use of the current dredge spoils site for possible visitor serving commercial uses.

Chapter 4: Goal and Policy Framework

Policy 4: Coastal Trail. In conjunction with the new hotel and restaurant development, further extensions of the coastal trail should be installed seaward from the hotel and restaurant improvements.

Policy 5: Limitations on Use

(a) Harbor Dependent Use

Area preserved for dewatering of dredge spoils.

(b) Harbor Related Uses

Eating and drinking establishments, hotels and motels, health clubs, and the full range of uses allowed in the Harbor Related Use designation as set forth in the Del Norte County General Plan Coastal Policies.

H. Anchor Way Groin

The following goal and policies apply to the area designated for Harbor Related Recreational uses. The county of Del Norte administers coastal development permits on the Anchor Way Groin.

Goal: To serve as an upland support area for a mix of Harbor Dependent Recreational and Harbor Related Uses.

Policy 1: Replacement Restrooms and Fish Cleaning Station. As part of the Crescent City Harbor District's efforts to refurbish the boat launch ramp demolish the existing restrooms and provide a new set of restrooms with fish cleaning facilities near the boat launch ramp.

Policy 2: Relocate Existing Leaseholds. When appropriate to prepare for the Crescent Beach motel and restaurant, relocate the businesses—i.e., Sandy's, South Beach Outfitters, Kim's Salon, and Beacon Burger—in this part of the Harbor.

Policy 3: Waterfront Promenade. Construct a continuous waterfront promenade along the western and eastern rock revetments lining the Anchor Way Groin with lighting and wayfinding signage.

Chapter 4: Goal and Policy Framework

Policy 4: Parking. Reconfigure existing parking facilities to provide for a more efficient layout of parking spaces and vehicular circulation. It should also include boat trailer parking associated with the boat launch ramp.

Policy 5: New Hotel and Restaurant. Through a private leasehold develop the new Crescent Beach hotel and adjoining restaurant on the waterfront overlooking the Harbor and Crescent Beach including necessary parking in the area between Starfish Way and the proposed new hotel and restaurant development.

Policy 6: Chartroom Restaurant. Retaining the Chartroom Restaurant is important as it is currently the most successful restaurant at the Harbor.

Policy 7: Limitations on Use

- (a) **Harbor Dependent Recreation.** Public parking; recreational fishing support facilities; boat rental; boat storage and launching facilities; restrooms; fish cleaning stations; sports fishing; sight seeing facilities; overlooks, paths, trails; waterfront promenade; educational, historic displays and exhibits; marine related merchandise sales; outdoor seasonal sales and retail events; and other uses as allowed in the Harbor Dependent Recreation use designation by the Del Norte County General Plan Coastal Policies.
- (b) **Harbor Related.** Eating and drinking establishments; hotels and motels; public parking; waterfront promenades; Harbor related retail sales; retail and wholesale seafood sales; boat rentals, and other uses as allowed in the Harbor Related Use designation by the Del North County General Plan Coastal Policies.

I. Whaler's Island

The following goal and policies apply to the Whaler's Island planning area. The Coastal Commission administers land use regulations for Whaler's Island.

Goal: *Whaler's Island should continue to serve as a distinctive feature of Crescent City Harbor with enhanced presence of the Coast Guard, and with the possible re-use of the former abalone building.*

Chapter 4: Goal and Policy Framework

Policy 1: Preservation of Whaler’s Island. Consider reserving some portions of Whaler’s Island in its natural state.

Policy 2: Reuse of the Abalone Building. Investigate the possibility of using the ex-abalone farm building as a marine science or vocational education center, a law enforcement center, or other beneficial use, should this building become available.

Policy 3: Coast Guard Facilities. Continue to provide for and enhance the home of the United States Coast Guard at the base of Whaler’s Island. Investigate the feasibility of expanding the current Coast Guard facility into a full Search and Rescue Station, or a small boat station, as need and budget allows.

Policy 4: Whaler’s Island Near Shore Disposal Site. Preserve the Crescent City Harbor District’s ability to continue to dispose of maintenance dredged soils within the near shore disposal area under the regulations of the U. S. Army Corps of Engineers.

Policy 5: Limitations on Use

- (a) **Harbor Dependent.** Coast Guard station and related support facilities, and other uses as allowed in the Harbor Dependent use designation by the Del Norte County General Plan Coastal Policies.
- (b) **Harbor Related.** Eating and drinking establishments; aquaculture; mariculture, marine science, law enforcement, educational centers, and other uses as allowed in the Harbor Dependent use designation by the Del Norte County General Plan Coastal Policies.
- (c) **Greenery.** Trails, scenic, open space uses, and other uses as allowed in the Harbor Dependent use designation by the Del Norte County General Plan Coastal Policies.

Chapter 5: Improvements and Implementation Plan

5.1 INTRODUCTION

This Chapter presents the Improvements and Implementation Plan of the Crescent City Harbor Master Plan. This Plan translates the 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 obtain 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 four (4) agencies charged with implementing the Master Plan—the Crescent City Harbor District, County of Del Norte, the City of Crescent City, 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 4. The third section provides the estimated Phasing Plan for the improvements and programs, 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.

5.2 DEVELOPMENT REVIEW AND APPROVAL PROCESS

For the most part, there are three levels of review and approval for developments proposed on Harbor District property: the Crescent City Harbor District, the county of Del Norte, and the California Coastal Commission. Only in the case of the dredge spoils and outdoor storage sites which fall within the city limits of Crescent City would the City take the place of Del Norte County in reviewing development applications.

Chapter 5: Improvements and Implementation Plan

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.

A. Harbor District Permits

The authority vested in the Crescent City 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 Crescent City Harbor District requires the consent of the Harbor District in one of four forms (Code of Ordinances):

- (1) Approval of a land use permit 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);
- (2) 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;
- (3) Issuance of a building or other construction permit pursuant to the Del Norte County Building Code; or
- (4) Issuance of Berthing Permits and Rental Agreements 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’s CEO 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 an alteration that would add more than 10% of floor area to the existing physical structure are considered major modifications requiring 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.

Chapter 5: Improvements and Implementation Plan

B. Del Norte 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 Del Norte, the city of Crescent City, or the California Coastal Commission.

The Coastal Commission and County have responsibility over different areas of the Harbor's property. Generally, Del Norte County administers coastal development permits for developments proposed in areas inland of the original mean high tide line including the Central Harbor, Whaler's Island, the Anchor Way Groin, the Highway 101 corridor. Much of the Central Harbor, all of Whaler's Island, and the Anchor Way Groin area are seaward of the original mean high tide line and are therefore in the Coastal Commission area of permitting authority. The city of Crescent City has these same authorities over the dredge spoils and the outdoor storage areas that fall within the City limits in the Western Uplands Planning Area. 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, piers, the water areas and marinas. Virtually any project or use on Harbor property regardless of where it is located can be appealed 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 Del Norte and the Coastal Commission. Where conflicts exist between policies, the State or County Program shall prevail for uses within their respective jurisdictions.

Chapter 5: Improvements and Implementation Plan

Table 5-1

Summary of Permit Approval Requirements

(1) County of Del Norte

Any new uses or development proposed inland of the original 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 Del Norte County, or the City of Crescent City, 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.

(2) 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.

C. 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 Harbor’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 Harbor jurisdiction are subject to the requirements of CEQA for environmental review, reporting, and mitigation as set forth in the Harbor District Code of Ordinances.

5.3 IMPROVEMENT PROGRAMS AND 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 nine (9) Planning Areas.

Chapter 5: Improvements and Implementation Plan

Master Plan Illustrative



CRESCENT CITY, CA
 PROJECT # HARBOUR MASTER PLAN 2005

CRESCENT CITY HARBOR
 MASTER PLAN

Figure 5-A



Chapter 5: Improvements and Implementation Plan

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 Area are preliminary Design Guidelines that provide support for future development design. Until the Harbor District can develop a comprehensive set of Harborside Design Guidelines to govern all development in the Harbor, these preliminary guidelines should be considered by the District as conditions for project approval. 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.

For maximum benefit, Master Plan readers should review the visions for the planning areas as presented in Chapter 4 in conjunction with the project descriptions and Planning Area conceptual diagrams presented in this section.

Crescent City 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 areas. In order to maintain a harmonious waterfront setting and compatibility with the uses and activities that take place at the Harbor, 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 Harbor properties.

5.4 DISTRICT WIDE PROGRAMS

A. Preparing for Redevelopment and Revitalization

(1) Prepare an ALTA level survey of Crescent City Harbor District Properties

Crescent City Harbor District should commission ALTA level survey of the entirety of Crescent City Harbor that would provide topographic and boundary information, location of subsurface utilities, surface conditions verification of leasehold descriptions, and survey new leaseholds and provide legal descriptions to be developed with the Lighthouse Maritime Museum, the two hotels, the three restaurants and the new retail development.

Chapter 5: Improvements and Implementation Plan

(2) Harbor View Restaurant Leasehold

Prepare a Lease Option Agreement and Request for proposals for the development of the Harbor View Restaurant site adjacent to the Inner Boat Basin. This would involve taking the following steps:

- a. Prepare a lease prospectus
- b. Solicit interested developer/operators
- c. Hold information meetings with respondents
- d. Prepare a Request for Proposals from qualified proposers
- e. Solicit interested proposers
- f. Evaluate proposals for Option to Lease and select optionee

(3) Solicit for a Master Developer for Public/Private Developments

Prepare a lease option agreement and Request for Proposals for a Master Developer for the remaining public/private developments envisioned in the Master Plan. This would involve taking the following steps:

- a. Prepare a lease prospectus
- b. Solicit interested developer/operators
- c. Hold information meetings with respondents
- d. Prepare a Request for Proposals from qualified proposers
- e. Solicit interested proposers
- f. Evaluate proposals for Option to Lease and select optionee

(4) Lighthouse Maritime Museum

Prepare a Lease Option agreement for the Lighthouse Maritime Museum organization to design and build the Lighthouse Maritime Museum within a specified number of years of execution of the option. If the museum is not built within that time frame, the Lease Option would expire and revert back to the Harbor District.

(5) Design Guidelines

Prepare a set of illustrated Crescent City Harbor Design Guidelines that would govern site design and architectural character for all new development and renovations in the harbor, including landscape, streetscape, and lighting features designed to shield nighttime glare.

Chapter 5: Improvements and Implementation Plan

(6) *Design of the Crescent City Waterfront Promenade.*

Develop a detailed plan for the precise configuration and design standards for the width, surface treatment, guardrail treatment, landscaping, and street furniture for the waterfront promenade that could be used by the District and leasehold developers to install the promenade consistent with that plan.

(7) *Annexation*

Enter into discussions with the city of Crescent City and Del Norte County to explore the feasibility of annexation of the Crescent City Harbor District to the city of Crescent City.

B. Access Improvements—Supporting Programs:

- (1) *Coordinate Access Improvement Efforts.*** Work with Del Norte County, the city of Crescent City, other agencies, lessees, and landowners to improve the safety and convenience of access routes for automobiles, pedestrians, cyclists, and others traveling to and among Harbor properties. This would include the installation of a traffic signal and lighted pedestrian crosswalk at Highway 101 and Citizen's Dock Road and coordinating with Crescent City on the extension of their Coastal Trail to the Harbor.
- (2) *Support Alternative Transportation.*** Support use of alternative transportation to Crescent City Harbor that reduces demand on road and parking capacities.
- (3) *Encourage Improved Connections.*** Work with the County to extend continuous pedestrian paths, bike lanes, and waterfront promenades connecting along City and County rights-of-way.
- (4) *Enhance Signage.*** Enhance signage on Harbor District properties to better inform visitors of destinations, recreational amenities, biological resources, trails and parking areas, and to regulate pedestrian, bicycle, and vehicle circulation.
- (5) *Conduct Parking Study.*** At such time as parking becomes an issue conduct a parking study to resolve peak period parking challenges. The study should aim toward the preparation and implementation of a parking management

Chapter 5: Improvements and Implementation Plan

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.

- (6) **Implement Parking Program.** Implement a parking program for peak season periods and special events to mitigate conflicts among Harbor users; measures should include but not be limited to, directing traffic to parking areas, and setting appropriate parking fees in selected areas.

5.5 PLANNING AREA IMPROVEMENTS

Improvements to be made to each of the nine (9) Planning Areas of the Harbor are outlined below:

A. Open Water Planning Area

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

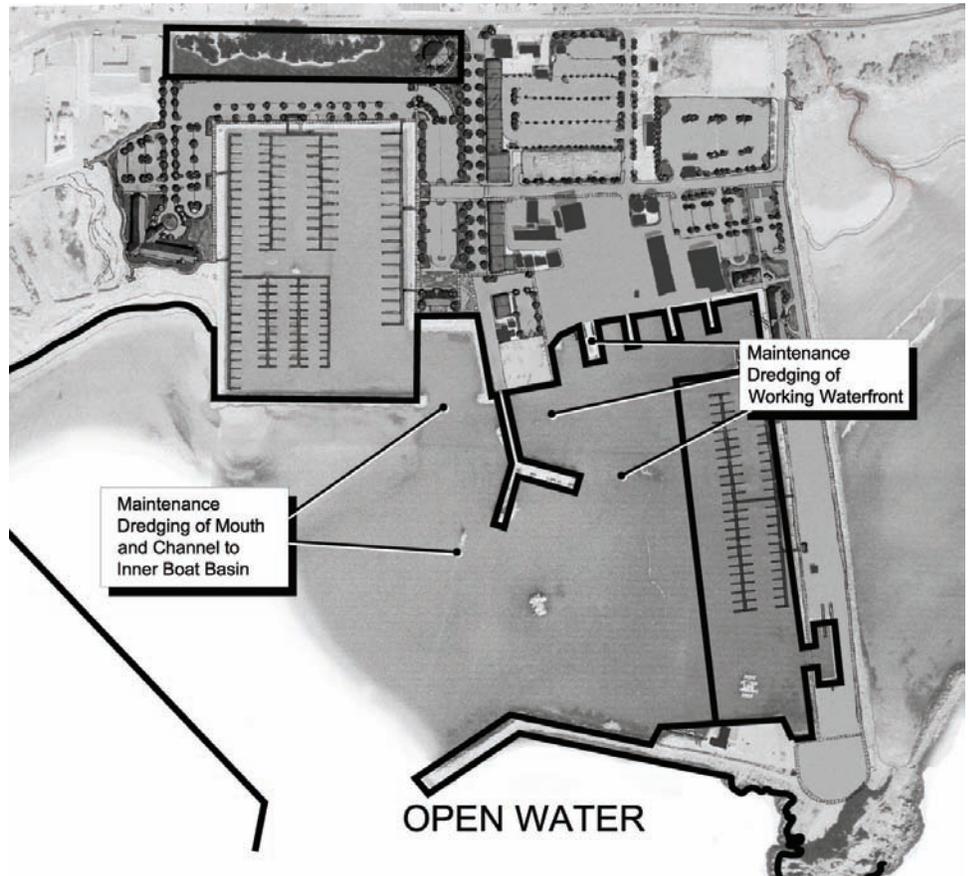
1. Navigable harbor shoaling solutions

Execute necessary actions as identified in engineering studies to provide for more consistent maintenance dredging of the areas near the entrance to the Inner Harbor, the Outer Boat Basin, the working Harbor, Citizen's Dock, and the boat launch ramp.

2. Explore new dredging solutions

Working with appropriate agencies, determine under what conditions previous off-shore disposal site could be reopened or replaced with another one nearby as a long-term solution to the disposal of dredge spoils.

Chapter 5: Improvements and Implementation Plan



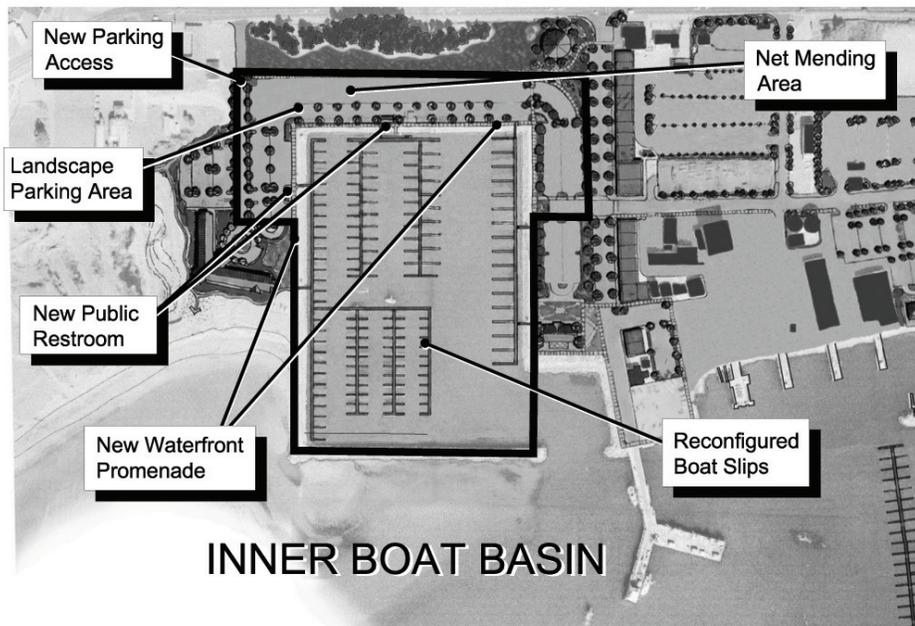
B. Inner Boat Basin Planning Area

Improvements proposed for the Inner Boat Basin will enhance its values for boating and fishing activities and generate further revenue for the Harbor District. New development opportunities are reserved for Coastal Dependent uses in upland support facilities.

1. Reconfigure the Inner Boat Basin

As the highest priority improvement in the harbor, undertake a project to reconfigure the Inner Boat Basin to yield a higher number of slips with modern dock systems and upgraded utilities to accommodate both the commercial fishing fleet and recreational boaters.

Chapter 5: Improvements and Implementation Plan



2. Replacement Restroom Building

Provide replacement ADA accessible public restrooms with shower and Laundry facilities to serve the Inner Boat Basin.

3. Reconfigure and landscape parking facilities

Restripe and landscape the public parking areas reserving a portion of the north parking area for a net mending area.

4. Waterfront Promenade

Provide a waterfront promenade along the top of the revetments surrounding the Inner Boat Basin.

5. Design Guidelines for the Inner Boat Basin

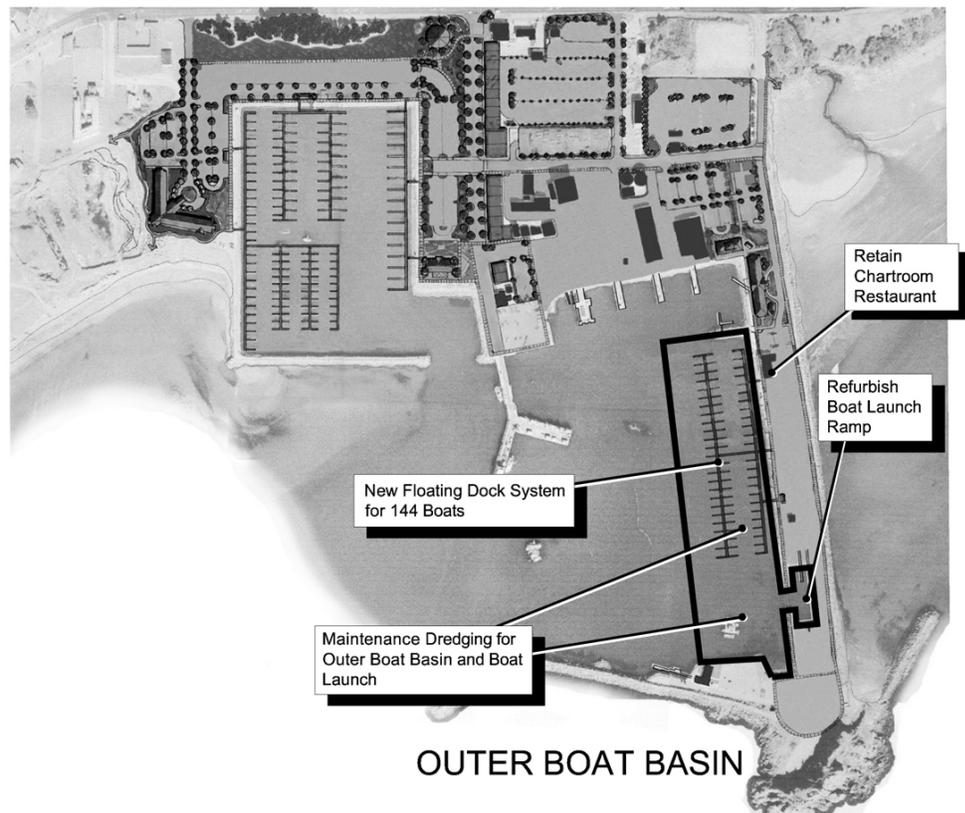
- The public restroom replacement restroom buildings should be designed similar to the recently approved public restrooms with copper roofs that have been installed near the Harbormaster's office in the boat launch area.
- The waterfront promenade should be a minimum of 16 foot wide with a railing that should be designed to be consistent throughout the Harbor. The dock systems will be ADA accessible.

Chapter 5: Improvements and Implementation Plan

C. Outer Boat Basin Planning Area

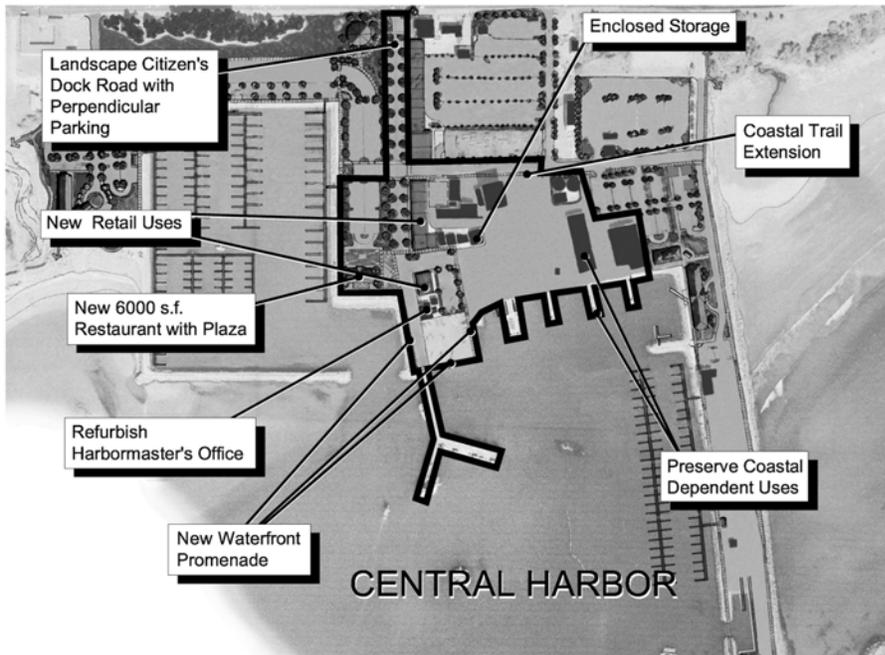
Improvements to the Outer Boat Basin would refurbish the Boat Launch Ramp and be reserved for a future recreational boat marina once demand for such slips outstrips the availability of slips in the reconfigured Inner Boat Basin.

1. **Reconstruct the boat launch ramp:** Complete the reconstruction and refurbishment of the Boat Launch Ramp under an existing BAW Grant.
2. **Conduct an additional economic feasibility and environmental analysis** to determine whether the market is there to justify the provision of additional slips in the Outer Boat Basin through a modern floating dock system.



Chapter 5: Improvements and Implementation Plan

D. The Central Harbor Planning Area



1. **Retain the fish processing uses and the wastewater treatment plant:**
 Reserve these facilities for future fish processing operations until such time as they can be conclusively demonstrated that fish processing uses are no longer viable at Crescent City Harbor.
2. **Refurbish the Harbormaster's office** to make it ADA accessible.
3. **Improve Citizen's Dock Road** including provision of perpendicular parking from Highway 101 to the Harbormaster's office, and streetscape landscaping to define parking areas and pedestrian walkways.
4. **Install a traffic signal** with bulb outs and pedestrian lighted crosswalk at Citizen's Dock Road and Highway 101.
5. **Retain the boat works and marine service industries** within the central Harbor area.

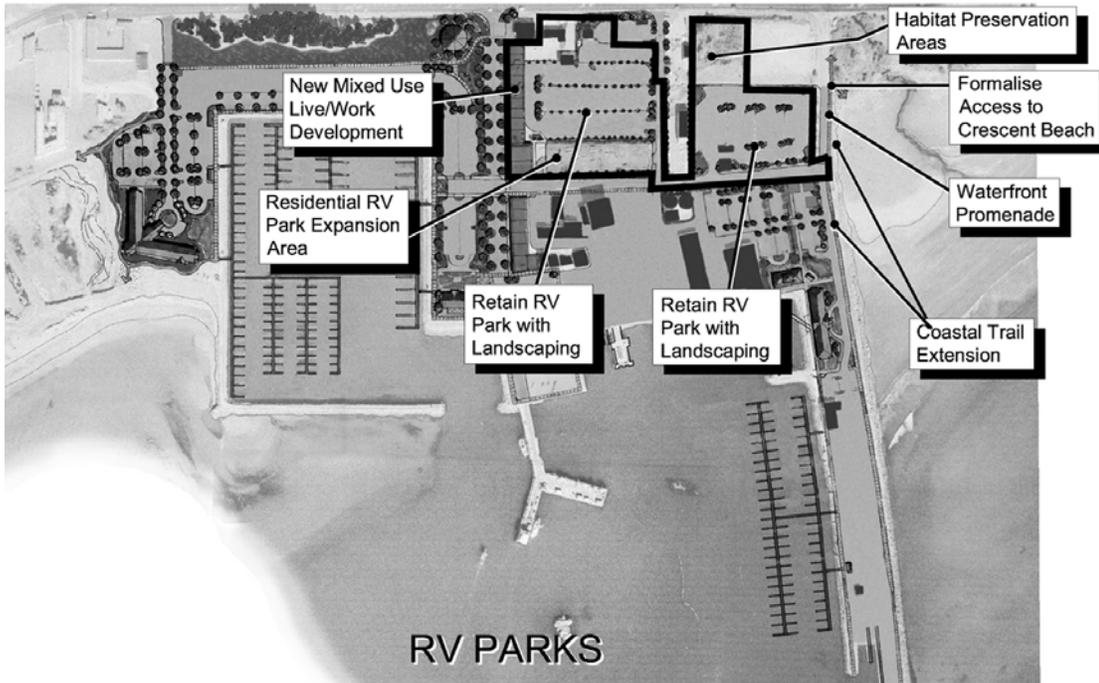
Chapter 5: Improvements and Implementation Plan

6. Construct a walled outdoor storage area south of Starfish Way behind the maintenance shop. This would involve the demolition of the building housing the Captain's Table and the old Dive Shop. This location would be partially screened by our maintenance shop and Fashion Blacksmith, would serve to buffer the painting and sandblasting activities at Fashion Blacksmith, and would be centrally located. Making this change will require consistency through the plan.
7. **Construct new Harbor-Related retail development** between the Harbormaster's office and Starfish Way on the east side of Citizen's Dock Road.
8. **Construct Harbor View Restaurant:** As public/private development create a leasehold and construct a new 6,000 sf "Harbor View" restaurant with public plaza and parking area and waterfront promenades on the west side of Citizen's Dock Road below Starfish Way.
9. **Retain synchrolift and travelift.**
10. **Temporary Design Guidelines**
 - The Waterfront promenade should be a minimum of 16 feet wide and be installed consistent with the design standards to be developed by the Harbor District.
 - Utilize street trees that can be trained up to minimize blockage of views
 - Utilize copper roofs on the Harbormaster's office and future public and private improvements to match the copper roofs on the new restroom facilities
 - Utilize split faced block to enclose the outdoor storage area with vine plantings trained up the block.

E. The RV Parks Planning Area

These areas should continue to be used as RV Parks to offer low cost lodging facilities to harbor visitors. The Citizen's Dock Road frontage should eventually be converted into either retail space or new mixed use live/work housing.

Chapter 5: Improvements and Implementation Plan



1. Improve Landscaping and Amenities at the existing RV Parks

Negotiate with the owners of the existing RV Parks to upgrade the facilities in the parks, the amenities serving tenants, and the landscaping.

2. Construct New Entry Monuments on Highway 101 at Anchor Way and Neptune Way

As part of the development of the Crescent City Harbor Design Guidelines, resolve the design of a consistent treatment of entries to the Harbor off of Highway 101.

3. New Mixed-Use Live/Work Development

When market conditions are right, encourage the development of current RV park frontage along Citizen's Dock Road with either additional retail or mixed-use live/work development with ground floor retail and upper floor residential uses. This will require amending the list of allowable uses under the Harbor Relation use designation set forth in the Del Norte County General Plan Coastal Policies.

Chapter 5: Improvements and Implementation Plan

4. RV Park Expansion

To accommodate the mixed-use live/work development on Citizen's Dock Road, consider the former storage yard on the north side of Starfish Way for the expansion of the Harbor RV Park.

5. Preserve Westland Area

Resolve how to permanently protect the large wetland adjacent to Highway 101.

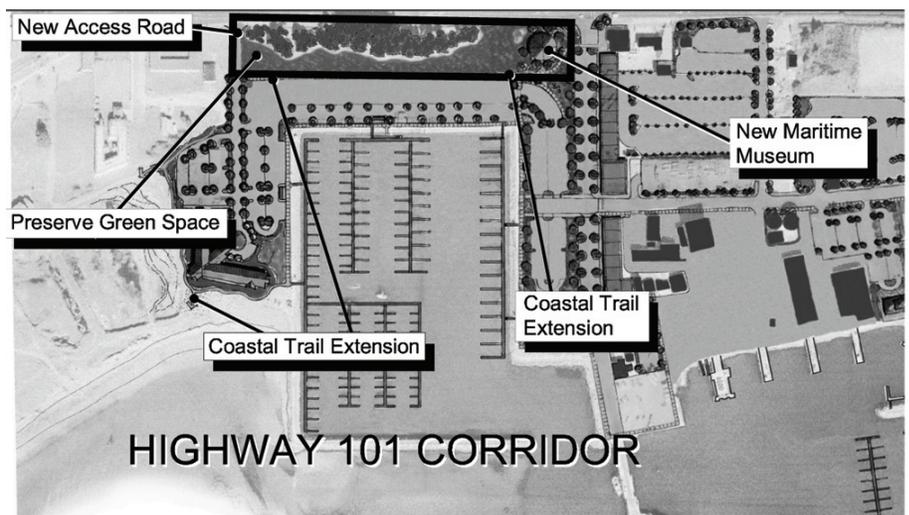
6. Design Guidelines for RV Parks Area

- a. Remodeled RV clubhouse facilities to be retrofitted with gable or hip roofs with standing seam copper.
- b. Require more landscaping with trees to help designate RV park spaces.
- c. Require new signage to be designed per the design standards of the Design Guidelines to be developed by the Harbor District.

F. The Highway 101 Corridor

1. Develop Lighthouse Maritime Museum

Negotiate a long-term lease for nonprofit organization sponsoring the Lighthouse Maritime Museum in return for the construction of this facility on a portion of the Highway 101 corridor at the southwest corner of Highway 101 and Citizen's Dock Road within two (2) years of execution of the leasehold.



Chapter 5: Improvements and Implementation Plan

2. Coastal Trail Extension

Construct the Coastal Trail Extension along the southern edge of the Highway 101 green space to link up to Crescent City's Coastal Trail Extension to the west and connecting internally to the Coastal Trail through the Harbor District properties.

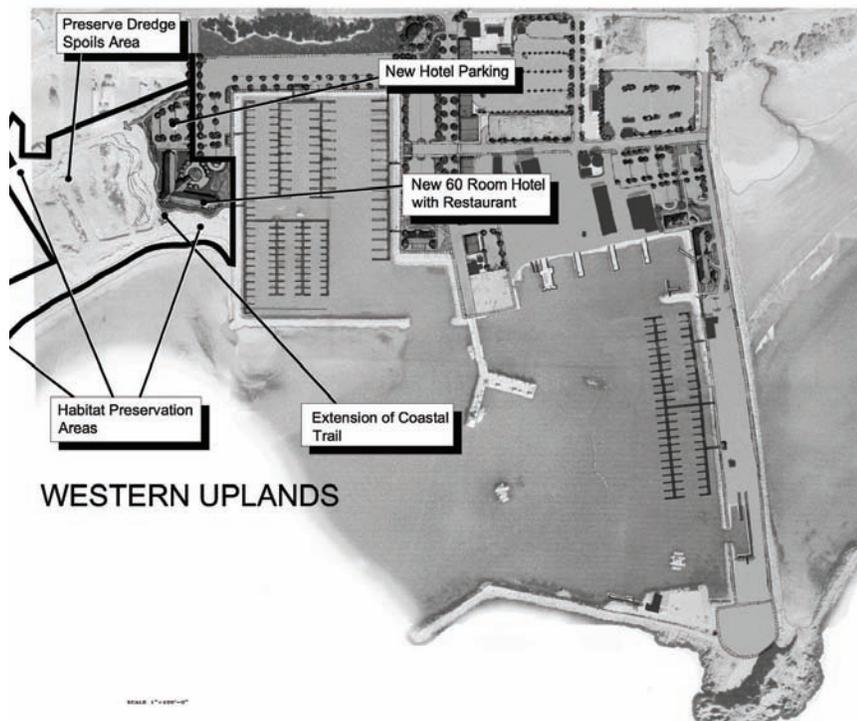
3. New Access Road

Construct a new access road at the western end of the green space to serve the future marina hotel and the Inner Boat Basin parking facilities.

4. Design Guidelines for the Highway 101 Corridor

- a. Retain views of the harbor from Highway 101 through the Highway 101 corridor area.
- b. Lighthouse Museum should be of circular design per their previous design proposals topped with a standing seam copper roof if feasible.

G. Western Uplands Planning Area



Chapter 5: Improvements and Implementation Plan

1. Retain dredge spoils area

Until a new dredge spoils site can be found and conclusively resolved, retain the dredge spoils site for maintenance dredging and dewatering.

2. Conserve Wolf's Evening Primrose Habitat

Survey those portions of the Western Uplands Planning Area where Wolf's Evening Primrose is present to determine whether they are rare or hybrid specimens, and if appropriate, fence these habitat areas for their protection, in accordance with the mitigation and monitoring program.

3. Clean up outdoor storage area

In establishing a new enclosed outdoor storage area in the Central Harbor planning area, clean up the existing storage area to prepare it for development.

4. Marina Hotel and restaurant

Construct a new 60 room marina hotel with 6,000 sf restaurant with former storage yard at the southern end of the parking lot overlooking the Inner Boat Basin including landscaped parking facilities.

5. Relocate Sheriff's Storage

Construct a new Sheriff's storage building either in the Central Harbor, Anchor Way Groin, or Whaler's Island planning areas, and demolish the older building currently situated in storage area.

6. Address Annexation Issues

In order to provide for the development of the Marina Hotel either annex a portion of the Inner Boat Basin parking lot that is to be the subject of the hotel development to the city of Crescent City or deannex the outdoor storage area to create the site that will be needed for this development accompanied by an adjustment of the city limit line.

7. Extend Coastal Trail

Construct a Coastal Trail extension to North Beach and the dredge spoils area.

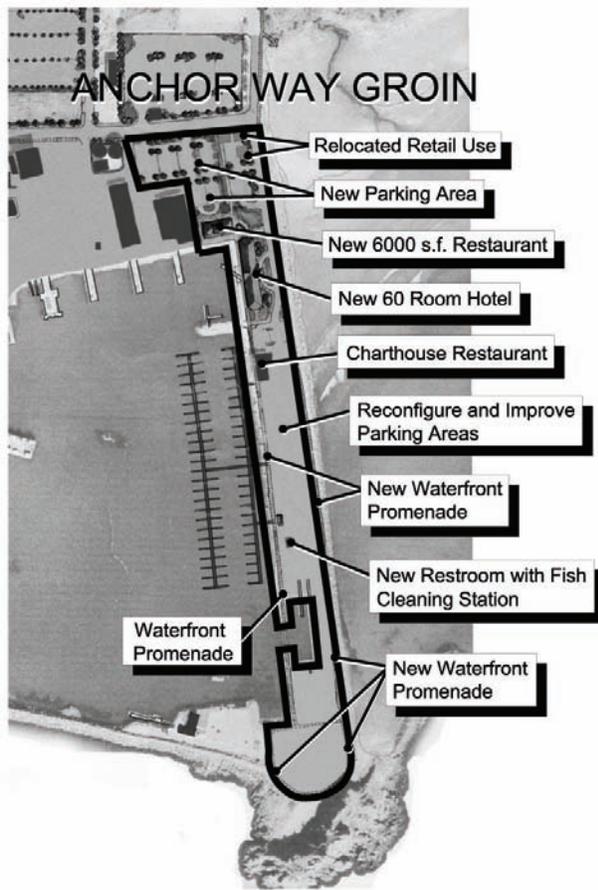
Chapter 5: Improvements and Implementation Plan

8. Design Guidelines for Western Uplands Area

- a. The hotel and restaurant building should be a two story structure with gable or hip standing seam copper roofs, and utilized native landscaping in improving the grounds.
- b. Construct extensions to the Coastal Trail to match specifications for the city of Crescent City's Coastal Trail Extension.

H. Anchor Way Groin Planning Area

The improvements to the Anchor Way Groin Planning Area include refurbishing the restrooms and parking areas supporting the Boat Launch Ramp and a new hotel, restaurant, and visitor serving retail developments.



Chapter 5: Improvements and Implementation Plan

1. Replacement restrooms and fish cleaning station

Demolish the existing restrooms and construct new restrooms with fish cleaning station utilizing a boating and waterways grant near the boat launch ramp.

2. Reconfigure parking areas

Reconfigure and restripe the parking facilities on the Anchor Way Groin including provision of boat trailer storage serving the boat launch ramp.

3. Waterfront Promenade

Construct a new waterfront promenade along the entire coastal section of the Anchor Way Groin.

4. Relocate Existing Businesses and Agencies

Construct a new building or buildings to relocate the Surf Shop, the Beacon Burger, and Kim's Hair Salon to an appropriate location in the Anchor Way Groin area.

5. New Crescent Beach hotel and restaurant development

Under public/private partnership develop 60-room Crescent Beach Hotel and adjacent restaurant along the western edge of the Anchor Way Groin including landscaped parking facilities to support these uses.

6. Retain the Chartroom Restaurant

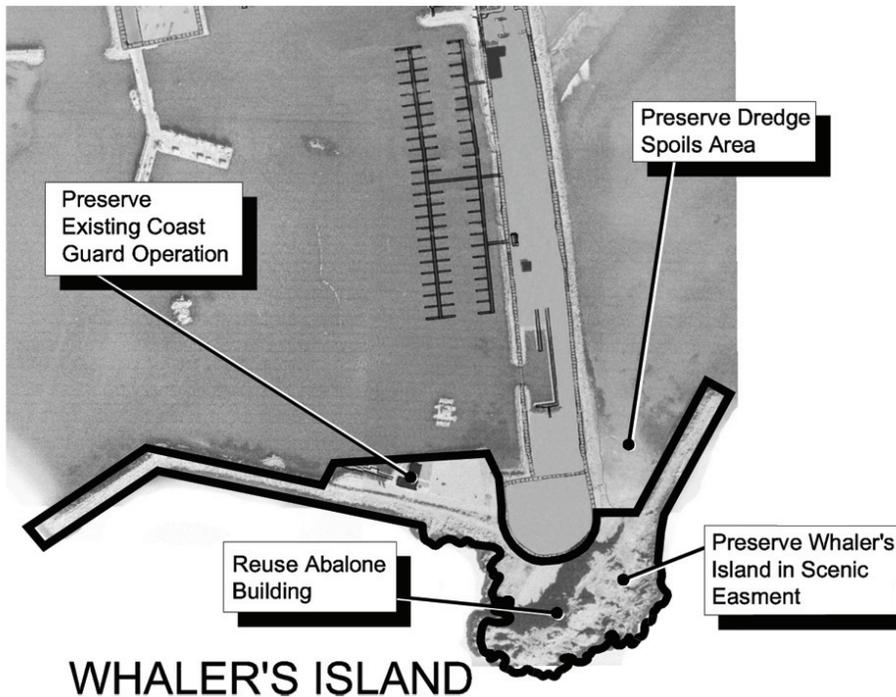
Negotiate a long term lease extension for the Chartroom Restaurant, and upgrade parking facilities serving the Chartroom.

7. Design Guidelines for Anchor Way Groin

- a. Construct new buildings with gable or hip standing seam copper roofs.
- b. Construct the hotel as a multi-story building overlooking both Crescent Beach and the Inner Harbor area with standing seam copper metal roof.
- c. Landscape public parking areas within the Harbor Related zone on the Anchor Way Groin

Chapter 5: Improvements and Implementation Plan

I. Whaler's Island Planning Area



1. Retain Coast Guard Station

Crescent City Harbor District should work closely with the United States Coast Guard to maintain its presence in Crescent City Harbor and expand its presence to a full-size Search and Rescue Station. Depending on need and budgets, a small coastal station, or even a small station under control of Humboldt Bay, may be appropriate.

2. Retain Whaler's Island Near Shore Disposal Site

The Harbor District should keep its permits current allowing for the disposal of dredge material at the near shore disposal site subject to the conditions and regulations of the Corp of Engineers.

3. Preserve Whaler's Island

Preserve the undeveloped scenic portions of Whaler's Island to protect it as a scenic resource to the Harbor.

Chapter 5: Improvements and Implementation Plan

4. Reuse Abalone Building

In the event mariculture is not reestablished, work to find a new use for the existing abalone building. Potential uses include a marine science and research center, a vocational marine related educational facility, a law enforcement center serving both the Coast Guard and Sheriff's Office, a Search and Rescue station, or a restaurant.

5. Design Guidelines for the Whaler's Island Area

- a. Maintain the scenic qualities of Whaler's Island.
- b. Redevelopment and reuse of the Abalone building, should also replace the roof with standing seam copper.
- c. Waterfront promenade extensions to be consistent with the Crescent City Harbor's Waterfront Promenade Design Standards being developed by Crescent City Harbor District.

5.6 IMPLEMENTATION PLAN

As explained in Chapter 1, 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. This section also explains the Master Plan's recommended funding strategy and identifies potential funding sources, and 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. District 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 taxes and operating income against expenses.

Chapter 5: Improvements and Implementation Plan

Most, if not all, of the capital improvements must be budgeted from loans and grants. While some capital improvements have been funded with capital reserves, those reserves have shrunk dramatically in recent years. Many major components of the Master Plan can be implemented only through additional private investment and fiscally responsible and innovative use of District property.

Several potential funding sources are available to finance recommended improvement projects. The Harbor 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. The Crescent City Harbor District has secured these grants that resulted in the design and construction of the replacement restrooms with shower and laundry facilities adjacent to the Harbormaster's office. It also secured funds to complete the refurbishment of the Boat Launch Ramp, a replacement restroom with fish cleaning facilities, and parking improvements in support of the Boat Launch Ramp.

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

Chapter 5: Improvements and Implementation Plan

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 a number of harbors and ports with planning access and recreational improvements within their lands. Additionally, the Conservancy has assisted harbors funding various waterfront improvement projects, including commercial fishing support facilities, waterfront promedades, and extensions of the California Coastal Trail.

Chapter 5: Improvements and Implementation Plan

- **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.

Chapter 5: Improvements and Implementation Plan

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.

- **Local Transportation Commission (LTCO)**

The Del Norte County Local Transportation Commission (LTCO) 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. The LTCO 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, LTCO 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 Local Transportation Commission (LTCO). This competitive

Chapter 5: Improvements and Implementation Plan

program is available to local jurisdictions. In order to be eligible for TEA monies, the Harbor must submit an application to the LTCO 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 Harbor 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 Harbor District could stimulate development interest could provide additional long-term revenue sources that may be used to pay for site improvements, most notably the Crescent City Harbor Waterfront Promenade, improvements to Citizen’s Dock Road, and the refurbishment of the Inner Boat Basin.

- **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.

Chapter 5: Improvements and Implementation Plan

4. Implementation Program Matrix

The matrix on the following page 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
LTCO	Del Norte County Local Transportation Commission (LTCO)
SWRCB	State Water Resources Control Board
WCB	Wildlife Conservation Board
DPR	California Dept of Parks & Recreation
CC	City of Crescent City
DN	Del Norte County
COE	U.S. Army Corps of Engineers

Chapter 5: Improvements and Implementation Plan

**Table 5-A
Implementation Matrix**

Project/Program	Est'd Cost	Potential Funding Sources	Potential Benefit Groups
Districtwide			
Preparing for Revitalization			
1. Prepare ALTA level survey	\$60 K*	HD	N/A
2. Harbor View Restaurant lease option agreement	\$10 K	HD	N/A
3. Solicit master developer	\$15 K	HD	Economic development and tourism
4. Maritime Museum lease option	\$10 K	HD	Economic development and tourism
5. Design Guidelines	\$80 K	HD, SCC	Tourism, recreation, redevelopment
6. Design Waterfront Promenade	\$80 K	HD, SCC	Access, ADA, tourism
7. Annexation	Non-fiduciary	Non-fiduciary	Economic development, redevelopment
8. Joint Corporation Yard	TBD*	HD, CC	City, Harbor District
Access Improvements			
1. Coordinate access improvements	\$150 K	HD, LT, CL	Access, economic development, redevelopment
2. Support alternative transportation	Non-fiduciary	Non-fiduciary	N/A
3. Support transportation management programs	Non-fiduciary	Non-fiduciary	N/A
4. Encourage and improve connections	\$50 K	HD, SCC(PA), CC DN	N/A
5. Enhance signage and wayfinding	\$30 K	HD, SCC (PA)	N/A
6. Conduct parking study	\$15 K	SCC (UW/PA)	N/A
7. Implement parking program	\$50 K	HD, SCC, LTCO	N/A

Chapter 5: Improvements and Implementation Plan

Project/Program	Est'd Cost	Potential Funding Sources	Potential Benefit Groups
Planning Areas			
A. Open Water Area: Reconfigure the Boat Basin			
1. Navigable harbor shoaling solutions	Non-fiduciary	HD, BBW: Boat launch COE	Water quality boaters, recreation
2. Explore new dredging solutions	Non-fiduciary	HD, COE	Water quality boaters, Harbor District
B. Inner Boat Basin Planning Area			
1. Reconfigure Inner Boat Basin	\$11.270M*	HD, DBW, WCB	Boaters, economic development, recreation, commercial fishing
2. Replacement restroom building	\$300 K	DBW	
3. Reconfigure/landscape parking areas	\$100 K	HD, SCC	Boaters, recreation, tourism
4. Waterfront Promenade	\$250 K	SCC	
C. Outer Boat Basin Planning Area			
1. Reconstruct boat launch ramp	\$100 K	DBW	Boaters, recreation
2. Economic environmental analysis of outer marina	\$50 K	SCC	Tourism, recreation, redevelopment
D. Central Harbor Planning Area			
1. Retain fish processing WWTP	Non-fiduciary	Non-fiduciary	N/A
2. Refurbish Harbormaster's office	\$150 K		Access ADA
3. Improve Citizen's Dock Road	\$200 K	HD, LTCO, SCC (PA)	Access ADA, economic development, tourism
4. Install traffic signal	\$150 K	LTCO	Access ADA, transenhancement
5. Retain boat works and marine services	Non-fiduciary	Non-fiduciary	N/A
6. Construct walled outdoor storage area	\$50 K	HD	Redevelopment
7. Construct new harbor related retail	\$1.53M	PP	
8. Construct new Harbor View Restaurant	\$600K	PP	
9. Retain synchrolift and auxiliary hoist	Non-fiduciary	Non-fiduciary	Fishing industry

Chapter 5: Improvements and Implementation Plan

Project/Program	Est'd Cost	Potential Funding Sources	Potential Benefit Groups
Planning Areas (cont'd.)			
E. RV Parks Planning Area			
1. Lease extension on each RV Park	\$5 K	HD	Redevelopment
2. Lease extension of Harbor RV Park	\$5 K	HD	Tourism, recreation
3. Entry monuments on Highway 101	\$50 K	HD, SCC	
4. New mixed use live/work development	TBD	PP	Economic development
5. Preserve Wetlands Area	\$8,000	HD, DPR	
F. Highway 101 Corridor			
1. Develop Lighthouse Museum	\$1.5M	PP	Recreation, tourism
2. Coastal Trail extension	\$100 K	SCC (PA)	Access enhancement
3. New access road	\$25 K	HD, LTCO	Access, tourism
G. Western Uplands Planning Area			
1. Retain dredge spoils area	Non-fiduciary	Non-fiduciary	N/A
2. Conserve Primrose/ Wetlands habitat	\$5 K	HD, DPR, WCB	
3. Clean up outdoor storage area	\$10 K	HD	Economic development
4. Marina Hotel and Restaurant	\$1.5 M	PP	Tourism, recreation, redevelopment
5. Relocate Sheriff's office	\$100 K	HD, DN	
6. Extend Coastal Trail	\$30 K	SCC, TP	
H. Anchor Way Groin Planning Area			
1. Replacement restrooms and fish cleaning station	\$170 K	DBW	Boaters, recreation
2. Reconfigure parking areas	\$25 K	DBW	Recreation, boaters
3. Waterfront Promenade	\$500 K	HD, SCC (UW/PA)	Access ADA, recreation
4. Relocate existing businesses	\$500 K	HD, PP, DN	Tourism, existing businesses
5. Construct Outer Basin Marina	\$5.18 M	HD, BAW, WCB	Recreation Boaters

Chapter 5: Improvements and Implementation Plan

Project/Program	Est'd Cost	Potential Funding Sources	Potential Benefit Groups
Planning Areas (cont'd.)			
I. Whaler's Island			
1. Retain Coast Guard Station	Non-fiduciary	HD	Public safety improvement
2. Retain Near shore Disposal site	Non-fiduciary	HD, COE	Water quality, boater
3. Preserve Whalers Island	SK	HD, DPR, WCB	
4. Reuse abalone building	TBD	PP	Recreation, research, tourism

* K = Thousand; M = Million; TBD=to be determined

5.7 Phasing Plan for Physical Improvements and Programs

Successfully phasing physical improvements listed in the next section would depend on a variety of factors mostly notably the timing of the County's Local Coastal Program Update, the Harbor District's Local Coastal Program Update, staffing resources, successfully grant writing efforts and coordinated and targeted marketing campaigns to solicit proposals from public/private development projects.

Table 5-B on the following page lays out the phasing plan by planning area per the abbreviations outlined below.

DW	District Wide	RVP	RV Parks
OW	Open Water	HWY	Highway 101 corridor
OBB	Outer Boat Basin	WU	Western Uplands
IBB	Inner Boat Basin	AWG	Anchor Way Groin
CH	Central Harbor	WI	Whaler's Island

Chapter 5: Improvements and Implementation Plan

Ongoing	
Physical Improvements	Programs (Supporting Actions)
<ol style="list-style-type: none"> 1. Boat launch restrooms with Fish Cleaning Stations 2. Refurbish Boat Launch Ramp and Support Parking 	<ol style="list-style-type: none"> 1. Analysis of wastewater treatment plant and economic feasibility of fish processing uses 2. Coordinate access improvements 3. Solicit proposals for Harbor View Restaurant Development 4. Solicit proposals for master developer 5. Negotiate lease with the Lighthouse Maritime Museum 6. Conduct ALTA survey (DW)
Phase I Short Term (0-2 years)	
Physical improvements	Programs
<ol style="list-style-type: none"> 1. Reconfigure Inner Boat Basin (IBB) 2. Construct replacement restrooms with shower and laundry facilities for Inner Boat Basin (IBB) 3. Construct Lighthouse Maritime Museum (HWY) 4. Construct new entry monuments (HWY, RVP) 5. Construct new building for harbor tenant relocation at Starfish Way (AWG) 6. Clean up storage yard (CH) 7. Build out storage area (CH) 8. Begin construction of Harbor View Restaurant 9. Initiate landscaping improvements according to design guidelines 	<ol style="list-style-type: none"> 1. Resolve design of waterfront promenade (DW) 2. Prepare Crescent City Harbor Design Guidelines (DW) 3. Conclude Option Agreements with master developer (DW) 4. Obtain sewer hookups for future development (DW) 5. Resolve conservation issues for sensitive areas (DW) 6. Conclude agreements to construct Harbor View Restaurant 7. Monitor demand for recreational slips
Phase II Medium Term (3-5 years)	
Physical Improvements	Programs
<ol style="list-style-type: none"> 1. Construct streetscape improvements to Citizen's Dock Road (CH) 2. Construct extension to Coastal Trail (HWY, CH) 3. Waterfront Promenade around Inner Boat Basin (IBB) 4. Construct new Crescent Beach hotel and restaurant (AWG) 5. Refurbish Harbormaster's office (CH) 	<ol style="list-style-type: none"> 1. Launch Shoaling solution (OBB) 2. Conduct Parking Study (DW) 3. If warranted, complete Feasibility Study for Outer Boat Basin marina (OBB) 4. Resolve new dredge spoils site (DW)
Phase III Medium to Long Term (6-10 years)	
Physical Improvements	Programs
<ol style="list-style-type: none"> 1. Construct Remainder of Waterfront Promenade (AWG, CH) 2. Develop Marina Hotel and restaurant (WU) 3. Install traffic signal and pedestrian improvements at Highway 101 and Citizen's Dock Road (HWY, CH) 4. In conjunction with the Marina Hotel development, construct new access road to Inner Boat Basin parking lot (HWY) 5. Develop new mixed use and live/work development on east side of Citizen's Dock Road (RVP) 6. Construct Outer Boat Basin Marina (OBB) 	<ol style="list-style-type: none"> 1. LCP Update (DW)



CRESCENT CITY HARBOR
PHASING PLAN

Figure 5-B