CITY OF MORRO BAY
HARBOR ADVISORY BOARD
AGENDA

The City of Morro Bay provides essential public services and infrastructure to maintain a safe, clean and healthy place for residents and visitors to live, work and play.

Regular Meeting
Thursday, August 3, 2023 – 5:30 P.M.
Veterans Memorial Hall
209 Surf St., Morro Bay, CA

Cal Myers	Recreational Boating
Cherise Hansson	Waterfront Leaseholders
Gene Doughty	South Bay/Los Osos
Sean Green	Member at Large
Christopher Vaile	Member at Large
Mary Witkowski	Marine Oriented Business
Jeremiah O'Brien	Morro Bay Commercial Fishermen's Organization
Lori French	Alternate to Jeremiah O'Brien (MBCFO)

Public Participation:
Public participation is allowed in the following ways:

- *Community members may attend the meeting in person at the Morro Bay Veterans Memorial Hall.*

- *Alternatively, members of the public may watch the meeting and speak during general Public Comment or on a specific agenda item by logging in to the Zoom webinar using the information provided below. Please use the "raise hand" feature to indicate your desire to provide public comment.*

  Please click the link below to join the webinar:
  - *https://us02web.zoom.us/j/82722747698?pwd=aWZpTzcwTHlRTk9xaTlmWVNWRWFUQT09*
    Password: 135692

  - *Or Telephone Attendee: 1 (408) 638-0968 or 1 (669) 900 6833 or 1 (346) 248 7799; Webinar ID: 827 2274 7698; Password: 135692; Press * 9 to "Raise Hand" for Public Comment*

- *Members of the public may watch the meeting either on cable Channel 20 or as streamed on the City website.*

- *Community members are encouraged to submit agenda correspondence in advance of the meeting via email to the Harbor Advisory Board at hab@morrobayca.gov prior to the meeting. Agenda Correspondence received at hab@morrobayca.gov by 10 a.m. on the meeting day will be posted on the City website.*

ESTABLISH QUORUM AND CALL TO ORDER
MOMENT OF SILENCE
PLEDGE OF ALLEGIANCE
CHAIR, ADVISORY BOARD MEMBER & LIAISON ANNOUNCEMENTS AND PUBLIC OUTREACH REPORTING

PRESENTATIONS
San Salvador Visit, Morro Bay Maritime Museum

PUBLIC COMMENT
Members of the audience wishing to address the HAB on Harbor business matters not on the agenda may do so at this time. For those desiring to speak on items on the agenda, but unable to stay for the item, may also address the HAB at this time.

A. CONSENT CALENDAR
Unless an item is pulled for separate action by the Board, the following actions are approved without discussion. The public will also be provided with an opportunity to comment on consent agenda items.

A-1 Harbor Department Status Report.
RECOMMENDATION: Receive and file report.

B. BUSINESS ITEMS

B-1 Harbor Director – Departmental Updates
RECOMMENDATION: Receive and file oral report.

B-2 Update from the Consent of Landowner Process Ad-Hoc Committee on Committee's Recent Activities
RECOMMENDATION: Receive and file committee update.

B-3 Commercial Fishing Dock Repair Plan
RECOMMENDATION: Staff recommend the Harbor Advisory Board support the proposed Commercial Fishing Dock Repair Plan and request the Harbor Department submit the Plan to City Council for approval and funding.

B-4 Commercial Vessel Fees
RECOMMENDATION: Staff recommends the creation of an Ad-Hoc Committee to investigate how other Harbors charge for commercial vessel slip fees and use fees.

B-5 Harbor Liability
RECOMMENDATION: Staff recommends the creation of an Ad-Hoc Committee to investigate how other Harbors handle insurance requirements on vessels docked or moored. Additionally, investigate how other Harbors handle swimming in the channel/bay and jumping off piers.

C. DECLARATION OF FUTURE AGENDA ITEMS

D. ADJOURNMENT

This agenda is subject to amendment up to 72 hours prior to the date and time set for the meeting. Please refer to the agenda posted at the Morro Bay Harbor Department, 1275 Embarcadero, for any revisions or call the department at 772-6254 for further information.

Materials related to an item on this Agenda are available for public inspection during normal business hours at the Harbor Department, 1275 Embarcadero Road, or online at www.morrobayca.gov. Materials related to an item on this Agenda submitted to the Board after publication of the Agenda packet are available for inspection at the Harbor Department during normal business hours or at the scheduled meeting.

AGENDA NO:	**A-1**
MEETING DATE:	**August 3, 2023**

Staff Report

TO: **Harbor Advisory Board** **DATE: July 24, 2023**

FROM: **Ted Schiafone, Harbor Director**

SUBJECT: **Harbor Department Status Report**

RECOMMENDATION

Receive and file report.

DISCUSSION

Recent Department Activity:

Harbor Patrol statistics for **June 2023:**
65 bay patrols
168 land patrols
7 emergency responses
102 calls for service
44 assists of other agencies
23 enforcement contacts
17 Trainings
210 maintenance actions
5 weather warnings, and 0 hazardous bar warnings

Harbor Patrol statistics for **July 2023:**
73 bay patrols
164 land patrols
11 emergency responses
86 calls for service
34 assists of other agencies
57 enforcement contacts
14 Trainings
184 maintenance actions
4 weather warnings, and 0 hazardous bar warnings

Prepared By: LS	**Dept Review:** TS
City Manager Review: _____	**City Attorney Review:** _____

Junior Lifeguard Training, Harbor Patrol Officers have been busy this summer hosting training for the Junior Lifeguard Program (9–15-year-olds) and the Morro Bay Little Guards Program (6-9 year olds). Each age group has a different set of training standards that lead to a progression of skills in age and ability. We are hopeful that these programs help reduce ocean related risks in our local youth and one day help to fill our Lifeguard Tower and Harbor Patrol Officer positions.

Wind Farm Discussion 6/2/23 – The City of Morro Bay and the Harbor Department hosted a tour of the bay and adjacent facilities for interested groups in the future of wind farms using Morro Bay as a port for operations and maintenance. The City Manager and Harbor Director each led an on-water tour while the Mayor and other City Officials led an on land discussion. Representatives from all three Offshore Wind Leaseholders were present.

Marine Swap Meet 6/24/23 – The Friends of the Harbor Department with the help of Morro Bay Youth Sailing Association, Maritime Museum and the Harbor Patrol Officers had a successful event this year with 35 vendors and more than 600 attendees. The Harbor Department encourages marine related activities and was thankful for the support of the community.

Vessel Fire 6/25/23 - An extinguished engine room fire was reported on one of the sport fishing boats approximately 2 miles offshore on VHF 16. Harbor Patrol responded along Morro Bay Firefighters to make sure the scene was safe for passengers to remain on board. The vessel was escorted back into the harbor and cause was found to be a blown turbo.

Sinking Vessel 7/3/23, Harbor Patrol responded to a report of a sinking vessel just after first light. The vessel was almost completely swamped over the port stern corner. USCG assisted in deploying de-water pumps and assessing the initial situation. Pumped out water for 3 hours until situation was stable and could be left with an electric pump in care of the dock manager and lease holder. The owner of the vessel was not present or available.

Family Fun Day 7/4/23, Harbor Patrol Officers had a line of kids from 11:30am – 4:30pm to spray water from the Boat. Kids climbed aboard and learned about marine fire fighting techniques and what Harbor Patrol Officers are responsible for.

City Council Activity

June 13, 2023
The City Council approved the issuance of Request for Proposals on Lease sites 49/49W and 50-51/50W-51W.

The City Council approved a new lease agreement with the Morro Bay Commercial Fishermen's Organization for lease of the gear storage area.

The City Council adopted Resolution No. 35-23 authorizing the City of Morro Bay to enter into a 2023/2024 oil response equipment funding agreement with the Department of Fish and Wildlife's Office of Spill Prevention and Response in the amount of up to $40,000 for immediate oil spill response needs in the Morro Bay Harbor.

The City Council adopted Resolution No. 37-23 appointing Yvonne Kimball as City Manager and approving a city manager employment agreement between the City of Morro Bay and Yvonne Kimball.

June 27, 2023
The City Council adopted Resolution No. 28-23 approving Approval of a new license agreement with Cal Poly Corporation for dedicated dockage space on the North T-Pier for a floating research and educational dock.

AGENDA NO:	**B-1**
MEETING DATE:	**August 3, 2023**

Staff Report

TO: **Harbor Advisory Board** **DATE: July 26, 2023**

FROM: **Ted Schiafone, Harbor Director**

SUBJECT: **Harbor Director – Departmental Updates**

RECOMMENDATION

Receive and file oral report.

BACKGROUND, DISCUSSION & CONCLUSION

The Harbor Director will be presenting an oral update on the department's activities.

Prepared By: ___LS_____	**Dept Review:** ___TS___
City Manager Review: _____	**City Attorney Review:** _____

AGENDA NO:	**B-2**
MEETING DATE:	**August 3, 2023**

Staff Report

TO: **Harbor Advisory Board** **DATE: July 26, 2023**

FROM: **Ted Schiafone, Harbor Director**

SUBJECT: **Update from the Consent of Landowner Process Ad-Hoc Committee on Committee's Recent Activities**

RECOMMENDATION

Receive and file committee update.

BACKGROUND, DISCUSSION & CONCLUSION

The Consent of Landowner (COL) Extension Process Ad-Hoc Committee of the Harbor Advisory Board will be presenting an oral update on their activities. This is a standing committee report agenda item.

ATTACHMENTS

1) COL Ad-Hoc Recommendations

Prepared By: ___TS___	**Dept Review:** __TS_____
City Manager Review: _____	**City Attorney Review:** _____

TO: Harbor Advisory Board, City Council, and Harbor Director
FROM: Working group on COL timeline incentives and penalties
SUBJECT: COL Recommendations

RECOMMENDATION

At the request of the City Council and Harbor Director, a working group of Harbor Advisory Board Members conducted an investigation and analysis of opportunities to improve the Consent of Landowner (COL) process; specifically, regarding incentivizing timely completion of construction milestones.

The working group involved local community representatives, conducted discovery on COL processes used in other California Tidelands Trust regions, and did a literature review of the existing City COL documentation.

The working group proposes the following changes to the City's COL process:

1. Inclusion of language in the COL agreement that institutes a penalty for delays of milestone completions such as, "The Applicants must meet the specified dates, or the City Council can deem this COL to be expired with 10-days' written notice to the Applicant or impose a penalty of 1/30th the monthly base rent for each day, or portion thereof, that milestone was not met."

2. Inclusion of language in the COL agreement that institutes a reward for early completion of milestones such as "If Applicant completes all milestones before final timeline date, applicant receives 0% on percentage until the milestone or projected project completion date."

3. 3rd party adjudication of proposed timelines. Because the City and Applicant have competing incentives with regards to the project timeline, we recommend inclusion of a "timeline dispute adjudication" process in the City's COL documentation. We recommend that the cost of hiring a neutral third-party adjudicator be shared 50/50 between the City and the Applicant should the need arise.

4. Inclusion of examples of reasons for timeline extensions. We recommend inclusion of examples in the COL agreement such as, "If, due to any reason outside the control of Applicant (such as natural disasters, acts of god, materials shortages, etc.), as reasonably determined by the Harbor Director, then one or more extensions to any or all of these compliance dates may be granted without penalty by the City Council in its sole discretion."

5. Updates to the flow charts for the "NEW MASTER LEASE – Flow Chart" and "Expiring Lease/Lease Site Redevelopment – Flow Chart" to include steps for setting, aligning, and adjudicating timelines.

AGENDA NO:	**B-3**
MEETING DATE:	**August 3, 2023**

Staff Report

TO: **Harbor Advisory Board** **DATE: July 27, 2023**

FROM: **Ted Schiafone, Harbor Director**

SUBJECT: **Commercial Fishing Dock Repair Plan**

RECOMMENDATION

Staff recommend the Harbor Advisory Board support the proposed Commercial Fishing Dock Repair Plan and request the Harbor Department submit the Plan to City Council for approval and funding.

BACKGROUND

Morro Bay Harbor has 48 commercial fishing docks. The docks are primarily composed of wood decks, wood frames, with plastic floats secured by wood pilings or concrete pilings. The wood docks are secured by either iron or galvanized bolts, screws, braces, torsion bars and other metal fittings. Many of these docks were built in the 1980's and 1990's and have not been overhauled since that time. The estimated useful life of wooden docks is 25 to 30 years. Inadequate funding has made it difficult to develop a regular routine to address the normal deterioration of the dock systems due to typical weather conditions such as tides, wind, and saltwater corrosion. Spot maintenance included the replacement of metal fittings and/or plastic floats when damage was identified. The ongoing deferred maintenance has been compounded by the recent major storm systems that occurred in January and March of 2023.

Recently the Harbor Department received Council approval to spend $80,000 for emergency dock repairs. These funds were used to refurbish one of the access docks that support the Boat Ramp plus three finger docks on the North Boat Ramp Commercial Fishing Dock. Repairs to these docks included replacing hardware, floats, piling guides, decking, frames, and structural torsion bars. We estimate these repairs will extend the useful life of each dock another 8-10 years.

Current estimates to replace the Harbor Department docks are between $5,000,000 and $8,000,000 depending upon the materials used, such as wood, aluminum, or concrete. This expense does not include design, engineering, or permitting. If funding was available today, it could take well over 5 years to complete the replacement project. There are no anticipated grant funding sources for commercially leased boat slips. The City's current budget anticipates only slight improvements in revenue with higher increases in expenses. Based on those projections, the Harbor could see negative cash flows that will require reserves to be drawn down.

DISCUSSION

The Harbor commercial fishing docks have reached their useful life. They have not been maintained due to financial constraints and recent storms have weakened them further. Daily tide changes are adding stress to the already damaged structural components. The Harbor Department does not have

Prepared By: ___TS___	**Dept Review:** __TS_____
City Manager Review: _____	**City Attorney Review:** _____

adequate reserves or anticipated earnings to replace docks and pilings. Even if adequate reserves or earnings were available, it would take years to complete a dock replacement project.

Future dock failures are imminent. If we don't act, we have the potential to lose slip rent revenue, which compounds our current financial stability. Staff recommends an interim plan to repair the docks in such a manner they would remain in service for at least 8-10 more years. Substantial dock repairs, like the recent emergency dock repair, will allow the Harbor Department time to develop a long-term financial plan with sustainable annual revenue.

We learned from the recent dock repairs it is not possible to evaluate the damage or estimate the cost as much of the structural components are not visible. Hiring a consultant or engineer to assess all the damage will add significant time and cost. Whereas the cost of that research will be better used toward the repair costs. Additionally, time is a factor that increases costs to the project.

Staff propose to produce an RFP to find a contractor with the experience, equipment and schedule that can accommodate these substantial repairs. Since a formal cost estimate is not possible, staff recommends we establish an RFP with a dollar amount per square foot for labor. In this scenario, the Harbor Department would be responsible for providing lumber, hardware, and materials.

It is anticipated that repairs would be made in the order of most critical to least critical. Timing of repairs would be made in such a manner to not interfere with commercial fishing activities and avoid displacing any commercial fishing vessels during construction.

Potential Funding:

2023-2024 Budget	$200,000	Approved by Council.
MBCFO Grant	$100,000	Granted June 16, 2023. Will request Council to accept the Grant.
Castle Wind Grant	$ 80,000	Remaining Grant Funds. Will request Council to approve for repairs.
Total Funds	$380,000	

CONCLUSION

Staff recommends the Harbor Advisory Board support the proposed Commercial Fishing Dock Repair Plan and request the Harbor Department submit the Plan to City Council.

ATTACHMENTS

1) Example of Dock Hardware
2) Example of Dock Repair
3) Damage Evaluation Report – January 23, 2023


END OF PONT

R. Reisner & Associates, LLC
Marine Surveyors and Consultants
Tel: (206) 399 0690 E-Mail: rmreisner@comcast.net
Mailing Address: 1300 Clarabelle Drive, Morro Bay, CA 93442 USA
Federal Tax ID No. 47-1660801

Damage Evaluation Report
City of Morro Bay, CA - Harbor and Shoreline Infrastructure
File No. DMB012023R

(30 Pages)

Summary

On January 4 and 5 2023, and on January 9 and 10 2023, Morro Bay suffered an extreme weather event with much rain, high winds, high wind wave, and high wave surge. These extreme conditions significantly damaged various aspects of the City of Morro Bay's harbor and beach infrastructure. Damage includes but is not limited to; displaced rock from shoreline rock revetments; seawall damage; damage to mooring dock complexes; damage to launch ramp finger docks; and other damage.

Resultingly, critical areas of shoreline integrity are compromised, significant portions of the City's dock complexes are unusable, and other infrastructure elements are not functional or have compromised function.

Background

The City of Morro Bay, CA, has a number of infrastructure elements along the eastern shoreline and in the adjacent waters of Morro Bay harbor. These elements include but are not limited to: floating shoreline docks and moorage; a buoy barge; a launch ramp; shoreline piers; shoreline rock revetments; and shoreline seawalls. *See Exhibit 1*.

Floating shoreline docks and moorage include three separate macro areas, for a total of forty-nine slips, formed by head docks and their attached finger docks. Each of these dock and moorage areas features ramps down from shore, and pilings to which the docks are secured. The buoy dock is permanently

moored at the north end of the Bay. The launch ramp features two long floating finger docks, one each along its north and its south sides. Shoreline piers include two large "T" piers, and three smaller piers. There are several shoreline seawalls, however, the seawall in question for this report lies immediately south of the City's launch ramp, at the shoreline edge of the southern portion of Tidelands Park.

Shoreline rock revetments include: approximately 750 feet of revetment on the north side of the Morro Rock parking lot; approximately 1,160 feet on the south side of the causeway leading out to Morro Rock; approximately 160 feet along what is known locally as the Coleman Park kayak beach; and approximately 420 feet immediately north of Beach Street. There are additional rock revetments along the harbor shoreline, but those are not subjects of this report.

Weather

Morro Bay experienced two recent extreme weather events. The first during January 4 and 5, 2023, and the second during January 8 to January 10, 2023. Regarding the second of the two extreme weather event periods, the National Weather Service (NWS) on January 6, 2023 predicted strong southerly winds across San Luis Obispo County, with gusts as high as 50 to 70 mile per hour possible. Additionally, NWS predicted for January 9 and 10 2023 peak wind gusts of 50 miles per hour in Morro Bay, and "widespread gale force winds over 34 knots (39 miles per hour) over coastal waters . . .". In its mapping of the "Atmospheric River Outlook" the NWS located Morro Bay (latitude 35.4 degrees North) as being in the effective center of the predicted January 9 extreme weather event. *See Exhibit 2*.

On January 4, 2023 between 8:00 AM and 12:00 PM the average recorded local wind speed was approximately 20 miles per hour, with repeated wind gusts to 35 miles per hour. This time period corresponds with a tide height of approximately 5.5 feet to approximately 2 feet. On January 4, 2023 between 1:00 PM and 7:00 PM the average recorded local wind speed was approximately 20 miles per hour, with repeated gusts to 40 miles per hour. This time period corresponds with a tide height of approximately 1 foot to approximately 2.5 feet. On January 5, 2023 between 1:30 AM and 7:00 AM the average recorded local wind speed was 18 miles per hour, with sustained gusts up to 32 miles per hour. This time period corresponds with a tide height of approximately 2.5 feet to approximately 6 feet.

On January 9, 2023 between 2:00 AM and 2:00 PM the average recorded local wind speed was approximately 20 miles per hour, with gusts to 45 miles per hour. This time period corresponds with a tide height of approximately 4.5 feet to approximately 5.5 feet. On January 9, 2023 between 3:00 PM and 9:00 PM the average recorded local wind speed was approximately 18 miles per hour, with repeated gusts to 32 miles per hour. This time period corresponds with a tide height of approximately 1.3 feet to approximately 3.5 feet. On January 9, 2023 between 11:30 PM and 4:30 AM January 10, the average recorded local wind speed was approximately 28 miles per hour, with sustained gusts to 33 miles per hour. This time period corresponds with a tide height of approximately 3 feet to approximately 2.5 feet.

The higher the tide during the extreme wind periods, the more impact along the shoreline resulting from wind driven wave action and surge (surge is a sudden powerful lateral and/or upward movement of a body of water caused by a natural force such as wind, waves and/or tide)**.**

(*Note:* The baseline for citing how high or low are the tides is called the Mean Lower Low Water or MLLW. This is the average low water height for a complete 19-year Metonic Cycle (also known as the

National Tidal Datum Epoch) – basically the time it takes for a high-tide to occur at exactly the same time and date. This number is what is used in tide tables and on nautical charts. For instance, if the low tide has a negative number, that means the tide is going to be further out than normal, and the larger the high tide number means the tide is that much more over MLLW.)

The Morro Bay Harbor Patrol reports that during the high wind periods of January 9 and 10, wave heights inside Morro Bay averaged approximately 4 feet, which for Morro Bay is an extraordinary event.

While conducting this damage evaluation on January 18, 2023 at 1:30 PM at the Tidelands Park shoreline, the undersigned measured the wave and surge line from the January 9/10 event to be approximately 8 feet above what at the time of current measurement was a .01 tide, meaning the effective tidal and surge mark was approximately 7.99 feet above MLLW. To put that in perspective, without an extreme weather event, a particularly high tide in Morro Bay would be approximately 5 feet above MLLW.

During the January 4 and 5 extreme weather event, wave and surge was approximately 5.5 to 2.0 feet above MLLW between 8:00 AM and 12:00 PM on January 4 (a period of four hours), and approximately 1.0 to approximately 2.5 feet above MLLW between 1:00 PM and 7:00 PM (a period of six hours), and was approximately 6.5 to approximately 4.5 feet above MLLW level between 1:30 AM 7:00 AM January 5 (a period of five and one half hours). **Therefore, on January 4 and 5 2023, over a combined period of approximately fifteen and one-half hours, the eastern and northern shoreline of Morro Bay harbor sustained high wind driven wave and surge with tide levels ranging from 1.0 to 6.5 feet.**

During the January 9 and 10 extreme weather event, wave and surge was approximately 3 feet above MLLW between 2:00 AM and 2:00 PM on January 9 (a period of twelve hours), and approximately 6.5 to approximately 4.5 feet above MLLW between 3:00 PM and 9:00 PM (a period of six hours), and was approximately 6.5 to approximately 4.5 feet above MLLW between 11:30 PM January 9 and 4:30 AM January 10 (a period of five hours). **Therefore, on January 9 and 10 2023, over a combined period of approximately twenty-three hours, the eastern and northern shoreline of Morro Bay harbor sustained high wind driven wave and surge with tide levels ranging from 3 to 6.5 feet.**

During both the January 4/5 event and the January 9/10 event, the City's floating docks sustained extreme vertical and horizontal movement along their lengths. Additionally, their attachments to the pilings that secure them were severely strained. Further, the entire complex, to include head docks, attached finger docks, and pilings were strained laterally and vertically by loadings from the vessels moored to them, as the vessels surged back and forth and from side to side along the finger docks, impacting the finger docks laterally, and straining the finger docks vertically. Because the finger docks are integrally attached to the head docks, the permanent connections between the two were strained as well.

Damage Evaluations

Docks – General Description

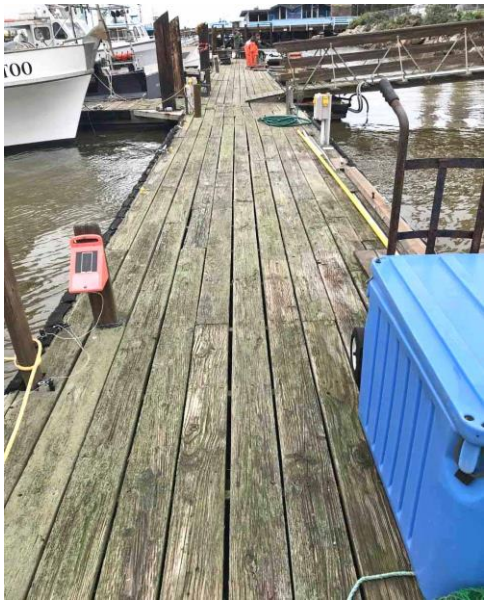
All City of Morro Bay floating docks – both head docks and finger docks - are wood framed, with wood planking, and are secured to wood and concrete piling by pile hoops or by encapsulating the pile. In the case of the City's finger docks, the structure of some features a steel torsion beam running longitudinally under the framing.

Typical wood dock construction w/o torsion beam

Based upon observed floatation displaced during the extreme weather events, dock floatation is foam filled plastic tubs with attached plastic lids, secured to the undersides of head docks and finger docks with steel fasteners. Additionally, at least some of the finger docks feature a steel pipe torsion beam affixed longitudinally to their undersides. Each of the City's dock complexes features an access ramp from land to the head dock.

Additionally, City dock complexes feature piped City water, electrical power, mooring cleats for boats, bumper material along the dock edges, and in the case of the Dunes St. and Beach St. docks - equipment installed around the perimeter to discourage sea lions from mounting the docks.

It is critical to understand that as constructed, each of the City's dock complexes is quite literally an integrated system. The head docks are integrally attached to the finger docks, and each complex is held in place by attachment to piling. Further, each dock complex features the utilities noted above, which involve a system of attached piping and wiring.



Morro Bay Typical Head Dock

Morro Bay Dock Wood Pile

Morro Bay Dock Concrete Pile

Morro Bay Typical Dock Ramp

Morro Bay Typical Dock Floatation

The City of Morro Bay identifies the location of floating docks by general location, and by slip number. Locations include: the "Launch Ramp", which includes a head dock, access ramp, and associated finger docks – located to the immediate south and north of the launch ramp itself, which is located in Tidelands Park; the "Dunes St." dock complex which includes a head dock, access ramp, and associated finger docks; the "Beach St. South" dock complex which includes a head dock, access ramp, and associated finger docks; the "Beach St. North dock complex which includes a head dock, access ramp, and associated finger docks; and the dock complex immediately north of the north 'T' pier. *Note: no extreme weather event damage was found to the dock complex immediately north of the north 'T' pier.*

Slip numbers begin at the southern end of the Launch Ramp south dock complex and extend north through the Beach St. North dock complex. Slip numbers begin with "1" and extend to "47", with each slip being on one side or another of finger docks. The finger docks themselves are not numbered, and for the purposes of this report will be identified by their slip numbers. For example, the most southerly finger dock in the southern Launch Ramp complex will be referred to as "1/2", given that slip number 1 is on one side of the most southerly finger, and slip number 2 is on the other side. Likewise, the pilings which secure the outermost ends of finger docks are referred to by the slip numbers on either side of that finger dock.

Launch Ramp Docks - Damage

The City's floating docks located adjacent to the City launch ramp are divided into two separate sections, one section each to the north of the launch ramp and one section to the south. In the launch ramp southern dock complex, the head dock is 86' long by 8.5' wide, and each of the finger docks are 40' long by 6.5' wide. In the launch ramp northern dock complex, the head dock is 220' long by 8.5' wide, and each of the finger docks are 36' long by 4' wide. *Note: Photographs related to the damage described below can be seen in Exhibit 3.*

Finger Dock 1/2: The pile hoop broke during the January 4/5 event and has been temporarily repaired.

Finger Dock 3/4: The pile hoop broke during the January 4/5 event and has been temporarily repaired. Additionally, the finger dock has a pronounced curve along its length, indicating that the dock's structure has been compromised. Further, the edge of the head dock at slip 3 was impacted by the boat moored in that slip surging against the dock. Also, a portion of the cleat attachment plank on the opposite (landward) side of the head dock was broken out.

Finger Dock 5/6: Dock planking is displaced at the outermost end. Also, the edge of the head dock at slip 5 was impacted by the boat moored in that slip surging against the dock.

Finger Dock 7/8: Floatation is missing and the dock is not level, with its outermost end partially submerged. Additionally, bumpers affixed to the slip 8 side of the finger dock are displaced.

Finger Dock 9/10: Dock is twisted longitudinally, indicating its structure has been compromised. Additionally, bumpers affixed to the slip 9 side of the finger dock are displaced.

Finger Dock 11/12 Dock is twisted longitudinally, indicating its structure has been compromised, and floatation is missing from the outermost end.

Finger Dock 13/14: Floatation is missing, the outermost end is partially submerged, and the dock is not level.

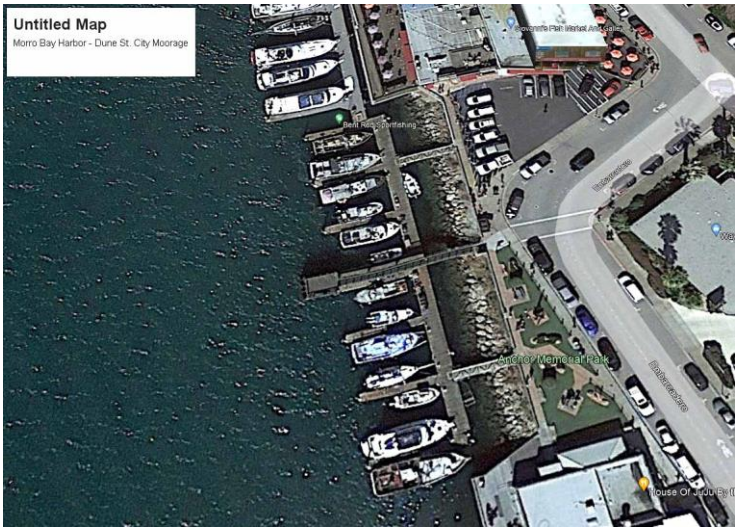
Finger Dock 15/16: Floatation is missing from the outermost end. Additionally, the edge of the head dock at slip 15 was impacted by the boat moored in that slip surging against the dock, with the dock bumper displaced in that location.

Finger Dock 17/18: Steel torsion beam is broken at a point approximately 15' from the outermost end, and the docks pile end is broken off. Additionally, floatation is missing, and the outermost half of the dock is submerged, with the innermost half being supported by the dock's attachment to the head dock.

Finger Dock 19/20: Floatation is missing from the outermost end.

Dune St. Docks – Damage

The City's docks located at the water end of Dunes St. are a single complex. Two of the finger docks in this complex are connected by an integral cross section of dock at their outermost ends, allowing the fingers to be on either side of pier piling. In this dock complex, the head dock is 208' long by 8' wide, and each of the finger docks are 40' long by 6' wide. *Note: Photographs related to the damage described below can be seen in Exhibit 3.*



Finger Dock 21/22: The dock is severely twisted, indicating that its structure is compromised. Additionally, the outermost end is distorted, with planks missing and floatation missing.

Finger Dock 23/24: Dock is twisted longitudinally, indicating its structure has been compromised, and floatation is missing.

Finger Dock 25/26: The dock is missing floatation.

Finger Dock 27: No observable weather event related damage.

Finger Dock 28: No observable weather event related damage.

Finger Dock 29/30: Internal structure at the pile hoop connection is broken, and floatation at the outermost end is compromised.

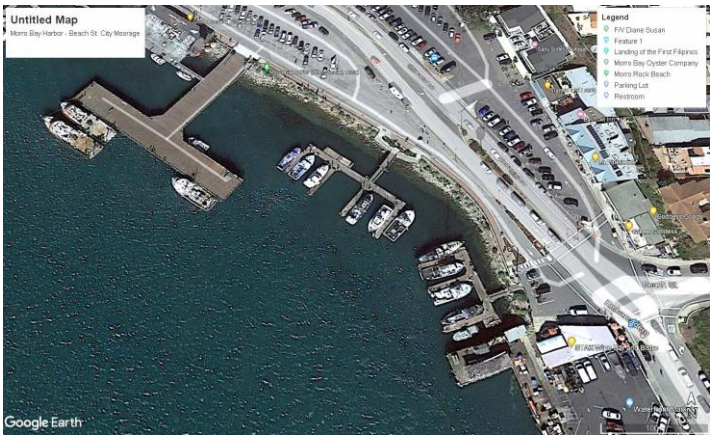
Finger Dock 31/32: Bumpers affixed to the slip 32 side of the finger dock are displaced.

Finger Dock 33/34: Dock is twisted longitudinally, indicating its structure has been compromised. Also, bumpers affixed to the slip 33 side of the finger dock are displaced.

Total Dock Complex: The equipment installed to discourage sea lions from mounting the docks is damaged throughout the complex.

Beach St. South Docks – Damage

The City's docks located north of Beach Street are in two separate complexes: Beach St. South and Beach St. North. Finger docks 35/36 to 39 are in the South complex. In the Beach St. South dock complex, the head dock is 78' long by 8' wide, and each of the finger docks are 48' long by 6' wide. *Note: Photographs related to the damage described below can be seen in Exhibit 3.*



Finger Dock 35/36: There is a substantial curve over the length of the dock, indicating it is structurally compromised. Additionally, the outermost 10' to 12' of the fender plank on the north side is separated from the dock framing.

Finger Dock 37/38: The structural connection between the finger dock and the head dock is damaged on the south side of the connection.

Finger Dock 39: The finger dock-to-pile connection is broken, the dock-to-head dock connection is damaged, a mooring cleat on the outermost end of the dock is displaced, and floatation is missing.

Total Dock Complex: The equipment installed to discourage sea lions from mounting the docks is damaged throughout the complex.

Beach St. North Docks – Damage

Finger docks 40/41 to 46/47 are in the North complex. In the Beach St. North dock complex, the head dock is 148' long by 8' wide, and each of the finger docks are 48' long by 6' wide. *Note: Photographs related to the damage described below can be seen in Exhibit 3.*

Finger Dock 40/41: Floatation is missing and the dock is not level. There is sufficient twist to the dock that the structure may be compromised.

Finger Dock 42/43: There is a substantial curve over the length of the dock, indicating it is structurally compromised. Additionally, floatation is missing from the outermost end.

Finger Dock 44/45: Planking toward the outermost end has been displaced, floatation is missing, and the dock is not level.

Finger Dock 46/47: Floatation is missing toward the outermost end, and the dock is not level.

Total Dock Complex: The equipment installed to discourage sea lions from mounting the docks is damaged throughout the complex.

Access Ramps to Docks - Damage

The bottom of the access ramp down to the three-hour dock at Mariner's Park, adjacent to the Associated Pacific building, was displaced from the steel channel guides in which the rollers at the bottom of the ramp ride.

Also, the vinyl tire on the north side bottom roller on the Beach St. South access ramp was damaged.

Launch Ramp - Damage

The City's launch ramp is approximately 50' wide, constructed of poured concrete. Immediately on the north and south sides of the ramp are long floating finger docks, constructed in sections, and attached to each other with steel hinge assemblies.

The north finger dock is missing floatation, and the hinge between the first and second dock sections from the top is damaged.

The south finger dock is missing floatation, and the hinge between the first and second section dock sections from the top is damaged.

Tidelands Park Pump-Out Dock – Damage

The pump-out dock at Tidelands Park features dock edge bumpers. A portion of this bumpering was displaced during the January 9/10 extreme weather event.

Dock Piling

It should be noted that evaluation of dock pilings was not included in the scope of this damage evaluation. Whether the bed of one or more pile was disturbed as a result of the January 4/5 and January 9/10 2023 extreme weather events, and whether the pile's structural foundation was compromised, is not known.

Rock Revetments – Damage (*For photos, see Exhibit 4*)

North Revetment of the Morro Rock Parking Lot:

This revetment was impacted by both the January 4/5 and the January 9/10 extreme weather events, most particularly the January 9/10 event. A long and wide beach extends north from this revetment and is boarded to the east by dunes with an average height of approximately twenty feet above the beach. The Morro Bay Harbor Department reports the eastern end of the revetment was damaged during the January 4/5 event, with wind driven waves reaching more than halfway up the dunes. The undersigned has lived in Morro Bay for over twenty years and frequently walks this beach, observing the beach, the dunes, and the revetment. Ocean waves reaching across this wide beach to more than halfway up the dunes is an extraordinary event. Additionally, during the early Fall of 2022, for another project, the undersigned had the opportunity to closely observe and evaluate the revetment itself. The currently reported damage did not exist at that time.

Damage consists of revetment rock in the middle and the eastern end of the revetment displaced downward, some now scattered on the adjacent beach, with areas along these portions of the revetment now missing rock. Additionally, erosion now exists along the edge of the parking lot at the top of revetment in the areas of displaced rock.

Revetment on the South Side of the Morro Rock Causeway:

The eastern end of this revetment was damaged by both the January 4/5 and the January 9/10 extreme weather events. Damage consists of revetment rock displaced downward, some now on the adjacent beach, with areas in this section of the revetment now missing rock.

Revetment to the South of Coleman Park Kayak Beach Access Path:

This local revetment was damaged by both the January 4/5 and the January 9/10 extreme weather events. Damage consists of revetment rock displaced downward, some now on the adjacent beach, with areas now missing rock.

Revetment Adjacent to the Beach St. Docks:

A portion of this long revetment was previously covered with gunite (sprayed concrete) to stabilize it. The bottom edge of the gunite is now substantially undercut, with rock along that edge displaced downward.

Tidelands Park Seawall and Revetment - Damage

This seawall was damaged prior to the January 4/5 and the January 9/10 extreme weather events. However, additional damage and displacement of portions of the wall occurred during the most recent events, as well as displacement of the rock revetment immediately to the north of the seawall.

Buoy Dock and Hoist Float - Damage

The City's harbor infrastructure includes a buoy dock, which is permanently moored at the north end of the Bay. The structure includes a 'U' shape dock, with a stiff-leg hoist equipped float that resides inside the 'U'. This approximately 30' by 30' dock and the stiff-leg hoist float were racked during the January 4/5 and the January 9/10 extreme weather events, with some of the surface planking on the stiff-leg hoist float displaced.

Launch Ramp Sign - Damage

At the top of the launch ramp on the south side, the City maintains a lighted sign with launch ramp use information, and safety information. This sign blew down during the January 9/10 extreme weather event.

Floatation

As previously noted, City of Morro Bay dock floatation appears to be molded plastic tubs filled with foam, with a molded plastic cover attached to the tub at a molded flange. Additionally, a number of smaller molded plastic units, presumably foam filled, were also sighted. The larger molded plastic tubs

were affixed under the docks with steel fasteners. During the current examination, numerous displaced floats were observed, with more being retrieved from around the Bay as this report is being written.

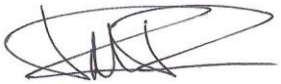







The examinations made by the undersigned in support of this damage evaluation report were conducted visually, without making removals, or opening up to expose areas or components ordinarily concealed, or testing for tightness, or performing any destructive testing (test bores, etc.), or performing or engaging underwater examination, and does not, therefore, address any damages and/or deficiencies which might have been revealed if such procedures had been executed.

This report is offered without prejudice to any parties who may be involved.



Ron Reisner, CEO	January 23, 2023
R. Reisner and Associates LLC	Effective Date

Damage Evaluation Report
City of Morro Bay, CA - Harbor and Shoreline Infrastructure
File No. DMB012023R
Exhibit 1

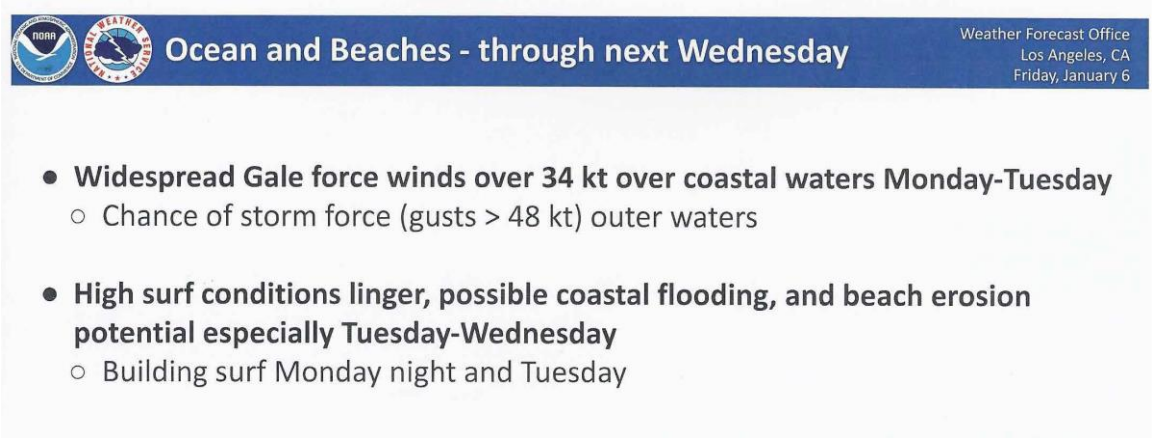
Morro Rock on the left, the Morro Rock parking lot and beach next to the right, and the Morro Rock Causeway and its south shoreline revetment center and to the right


Morro Rock Beach

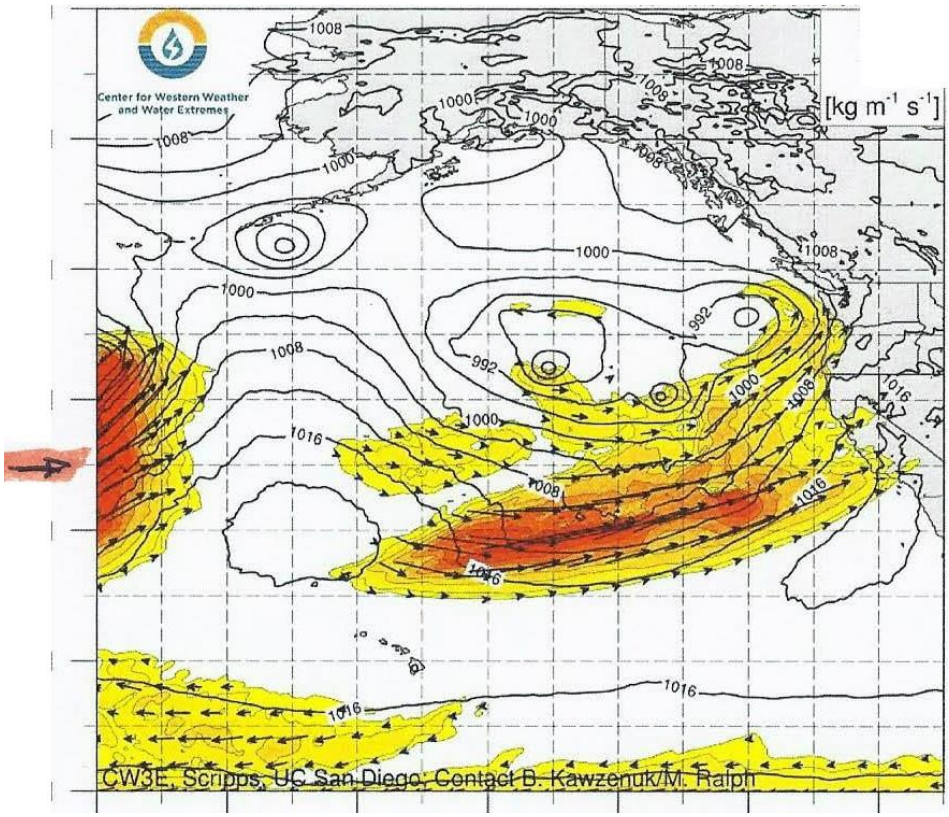
East end of the causeway revetment, with Coleman kayak beach around the bend to the right, and the City's buoy dock in the Bay

Damage Evaluation Report
City of Morro Bay, CA - Harbor and Shoreline Infrastructure
File No. DMB012023R
Exhibit 2

National Weather Service January 6, 2023 prediction for San Luis Obispo County



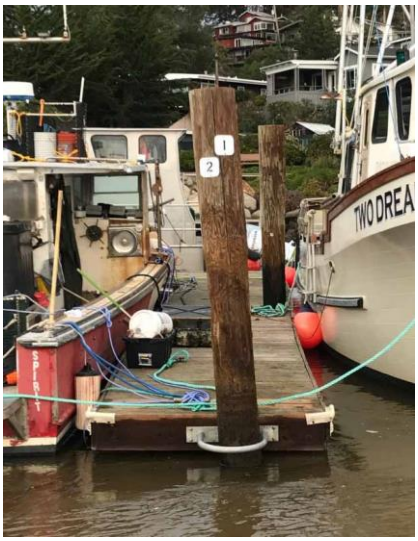
Note: The orange highlighted arrow below indicates the latitude of Morro Bay in the National Weather Service Atmospheric Stream chart for the extreme weather front predicted on January 6, 2023 to occur on January 9, 2023 on the U.S. West Coast, including the California Central Coast.



Damage Evaluation Report
City of Morro Bay, CA - Harbor and Shoreline Infrastructure
File No. DMB012023R
Exhibit 3

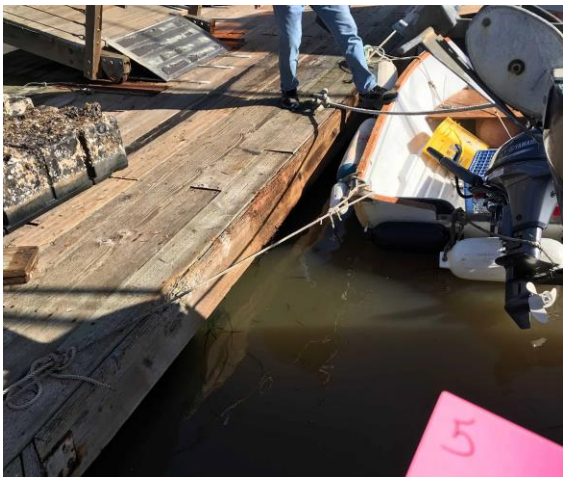
Launch Ramp Docks – Damage Photos

Finger Dock 1/2:



Finger Dock 3/4:

Finger Dock 5/6:



Finger Dock 7/8:

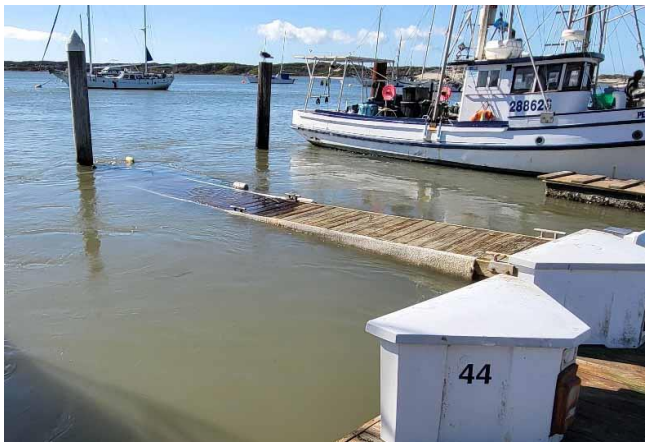
Finger Dock 9/10:

Finger Dock 11/12

Finger Dock 13/14:

Finger Dock 15/16:

Finger Dock 17/18:

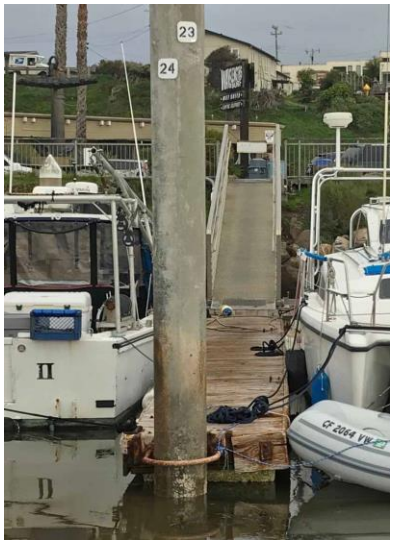


Finger Dock 19/20:

Dune St. Docks – Damage Photos

Finger Dock 21/22:

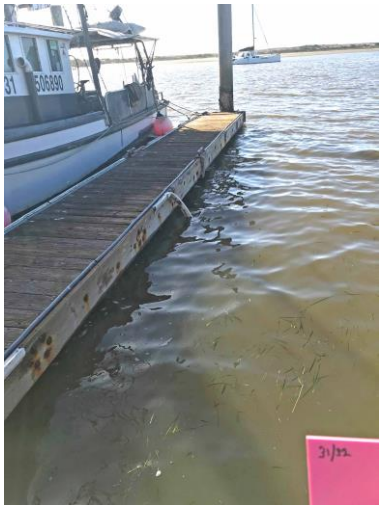
Finger Dock 23/24:



Finger Dock 25/26:

Finger Dock 29/30:

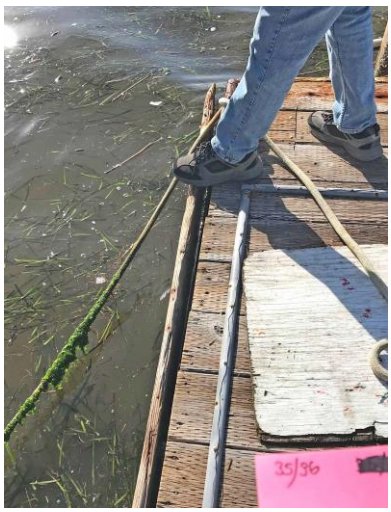
Finger Dock 31/32:



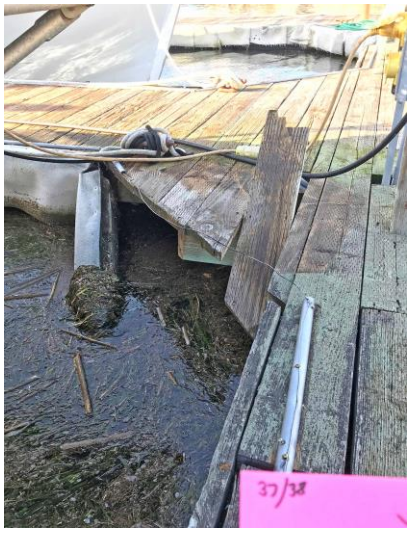
Finger Dock 33/34:

Beach St. South Docks – Damage Photos

Finger Dock 35/36:



Finger Dock 37/38:

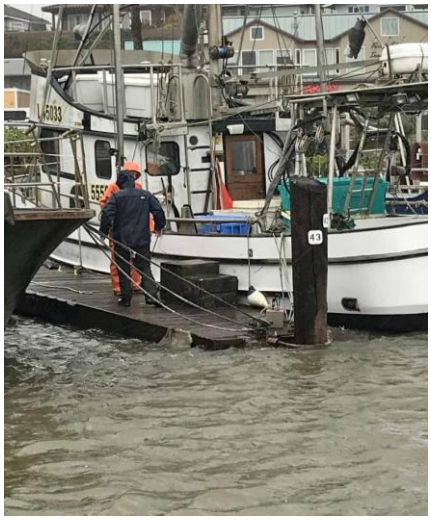


Finger Dock 39:

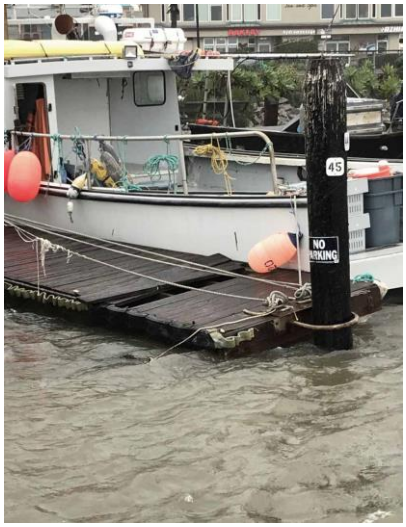
Beach St. North Docks – Damage Photos

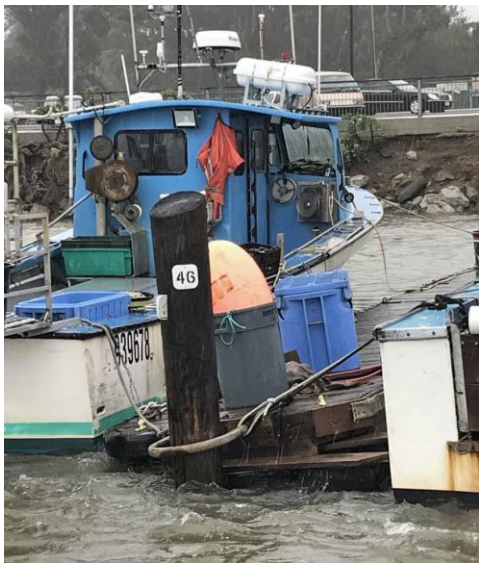
Finger Dock 40/41:

Finger Dock 42/43:



Finger Dock 44/45:

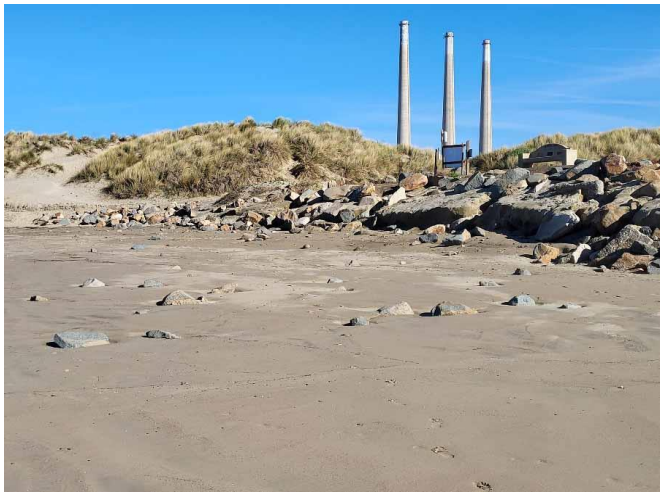


Finger Dock 46/47: 

Damage Evaluation Report
City of Morro Bay, CA - Harbor and Shoreline Infrastructure
File No. DMB012023R
Exhibit 4

Revetments – Damage Photos

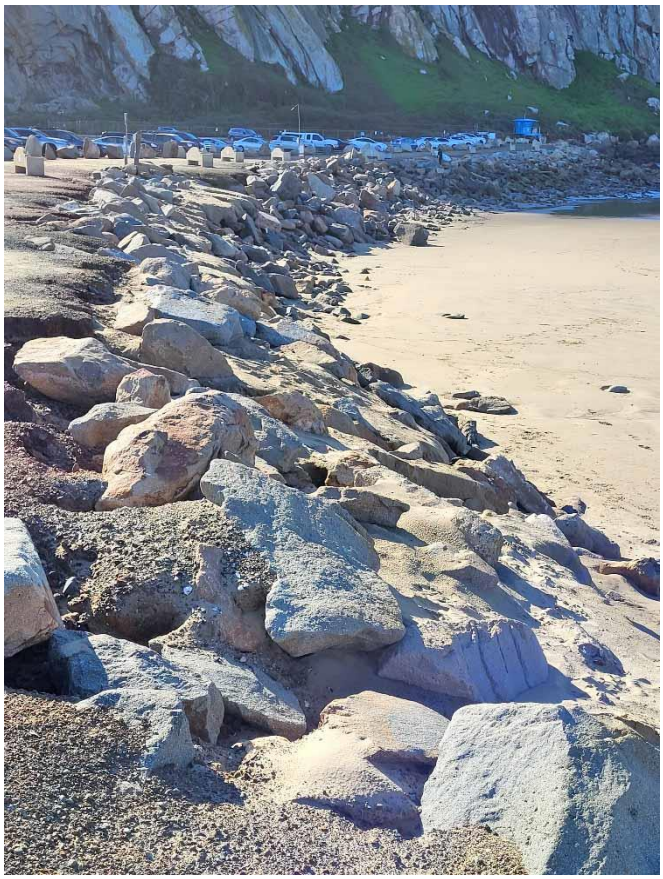
Morro Rock Parking Lot – North Revetment:


East end of the revetment

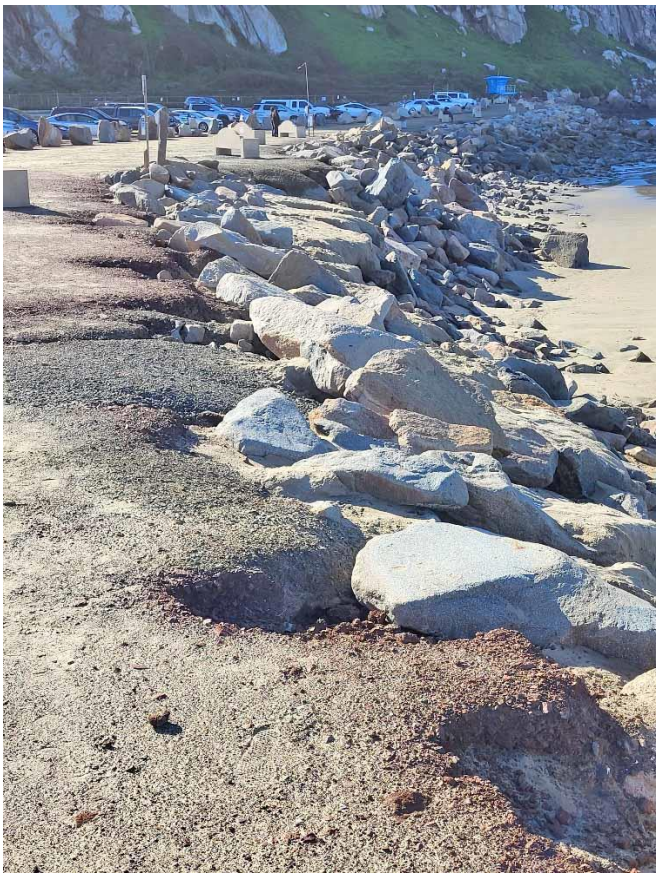

Approximately 100’ from the east end

Approximately 150’ from the east end

Approximately 250’ from the east end



Looking west down the revetment



Looking west down the revetment

Revetment on the South Side of the Morro Rock Causeway, east end:

Revetment to the South of Coleman Park Kayak Beach:

Revetment Adjacent to the Beach St. Docks:

AGENDA NO: B-4

MEETING DATE: August 3, 2023

Staff Report

TO: Harbor Advisory Board **DATE:** July 26, 2023

FROM: Ted Schiafone, Harbor Director

SUBJECT: Commercial Vessel Fees

RECOMMENDATION

Staff recommends the creation of an Ad-Hoc Committee to investigate how other Harbors charge for commercial vessel slip fees and use fees.

BACKGROUND

Morro Bay Harbor has slip fees approved by Council for recreational and commercial fishing vessels. There is currently no fee established for any other types of vessels. Occasionally we have requests from Government Agencies, Government Contractors or Private Companies to berth other type of vessels.

DISCUSSION

How are other Harbors in California charging for these vessels and use?

CONCLUSION

Report back to HAB within 60 days results of this investigation

Prepared By: TS **Dept Review:** TS

City Manager Review: _____ **City Attorney Review:** _____

AGENDA NO: B-5

MEETING DATE: August 3, 2023

Staff Report

TO: Harbor Advisory Board **DATE:** July 26, 2023

FROM: Ted Schiafone, Harbor Director

SUBJECT: Harbor Liability

RECOMMENDATION

Staff recommends the creation of an Ad-Hoc Committee to investigate how other Harbors handle insurance requirements on vessels docked or moored. Additionally, investigate how other Harbors handle swimming in the channel/bay and jumping off piers.

BACKGROUND

If a vessel sinks in the water or damages a structure, the Harbor could be subject to significant financial expense. If a visitor is harmed by swimming in the bay/channel or by jumping off the pier, the Harbor could be subject to significant financial expense.

DISCUSSION

How are other Harbors in California handling insurance requirements and activities in the water and on piers/docks?

CONCLUSION

Report back to HAB within 60 days results of this investigation

Prepared By: TS **Dept Review:** TS

City Manager Review: _____ **City Attorney Review:** _____