

Morro Bay Waterfront Master Plan

City of Morro Bay

Waterfront Master Plan

Advisory Committee

January 8, 2026



Agenda

- Community Development Director Update
- Market Analysis/Transportation Background Report (continued)
- November 18th 2025 Workshop Summary
- 1996 WMP Proposal by Area Consensus Statement

*Community
Development
Director Update*



*Economic
Analysis: Next
Steps*



Demand Analysis

- The Waterfront Visioning process will inform the types of uses to be evaluated in the demand analysis based on resident preferences and desires.
- Potential uses to explore demand:
 - **Hotel** : Build on our preliminary hotel demand analysis to evaluate potential demand specifically by hotel class and type of amenities.
 - **Retail and F&B** : Estimate potential demand for the desired retail types (e.g., boutique retail, restaurants, neighborhood serving stores, etc.) using available sources.
 - **Other visitor -serving uses** : Based on other desired uses identified by residents in the Visioning process, conduct a qualitative landscape scan of these uses around the region to assess supportable scale and scope, and unique opportunities for Morro Bay.
 - **Commercial fishing** : Benchmark comparable working waterfronts to evaluate infrastructure needs, economic viability, and industry trends.

Administrative Draft WMP

- Inform land use alternatives and site concepts:

- Using findings from the demand analysis, identify potential uses to integrate into the Land Use Alternatives.
- Provide recommendations for development opportunities on City-owned parcels to support site concept development.

- Develop policy/strategy recommendations:

- Identify potential policies and strategies that will support the redevelopment of strategic sites along the waterfront.

WMPAC Comments – Market Study

1. How can Morro Bay strengthen its brand in the region and distinguish itself from regional peers?
2. Where do you see opportunities to attract new visitor segments to the waterfront?
3. Where do you see opportunities for future development to support the commercial fishing industry and fishing-related tourism experience
4. Which types of visitor-serving uses most align with the desires of Morro Bay's existing residents?

WMPAC Comments – Circulation Study

1. What are the primary transportation-related issues you see in the plan area:
 - Traffic Congestion
 - Parking availability
 - Pedestrian connectivity
 - Bicycle connectivity
 - Transportation safety
 - Commercial fishing and goods loading
 - Other?

November 18, 2025
Workshop
Summary

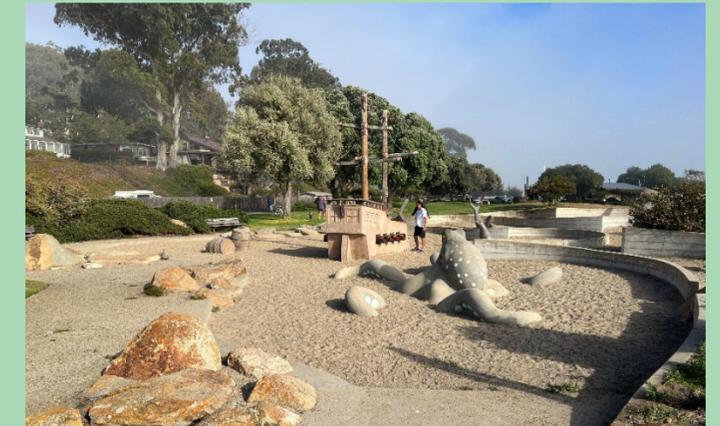


Key Takeaways

- Attendees: 75
- Total Comments: 324
- Favorite Places to Visit:
 - Harborwalk (14)
 - Tidelands Park (6)
 - Maritime Museum (4)
 - Coleman Park (4)



Harborwalk



Tidelands Park



Maritime Museum



Coleman Park/Beach

Key Takeaways

● Favorite Memories:

- Activities (15)
 - Water-based Activities (6)
 - Festivals & Events (5)
 - Walking Along the Water (4)
- Interactions with/Observing Wildlife (7)
- Time Spent at Parks/Beaches (4)

● Thoughts on Stakeholder Feedback:

- Lighting/Safety (9)
- Keep Parking Free (8)
- Powerplant Ideas (8)
- Traffic and Circulation (7)

Key Takeaways

● What Would You Like to See Change?

- Preserve & Enhance Nature/Wildlife Amenities (13)
- Land Use (8)
- Parking (7)
- Powerplant (7)
- Harbor Facilities & Maintenance for Boats (6)

● 1996 Plan Evaluation:

- Ensure Safe Coastal Access & Coastal Protection (7)
- Embarcadero Circulation & Connections (6)
- Interest in More Boat Facilities (6)
- Parking Improvements Needed at Morro Rock & for Businesses (5)
- Emphasis on Protecting Existing Local Businesses (5)

Key Ideas Word Cloud



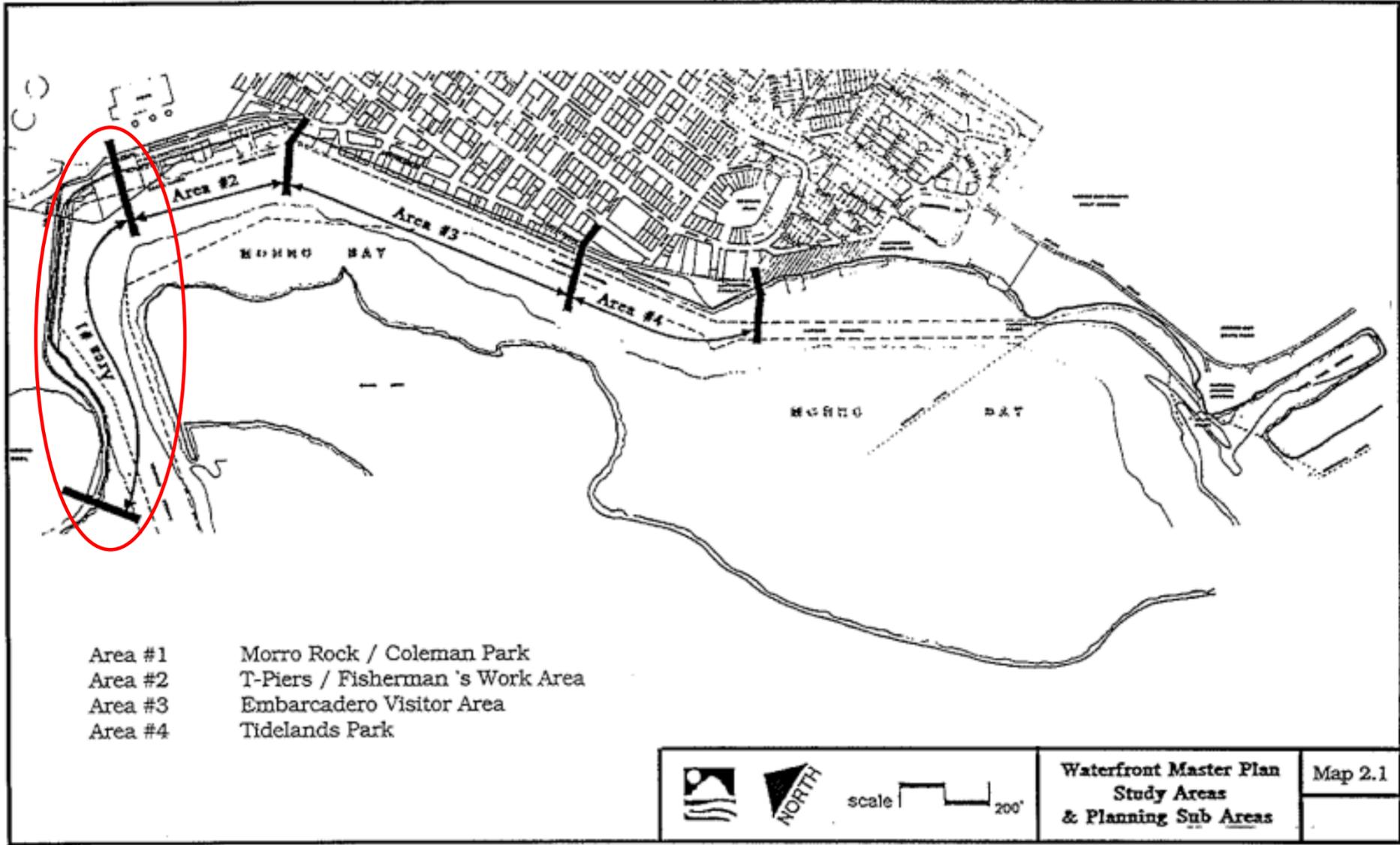
*1996 WMP Proposal
by Area - Consensus
Statement*



Chapter 4: Proposals for Each Planning Area

Identification of 1996 WMP Proposals “Complete” or “No Longer Relevant” in ~~Strikeout Text~~

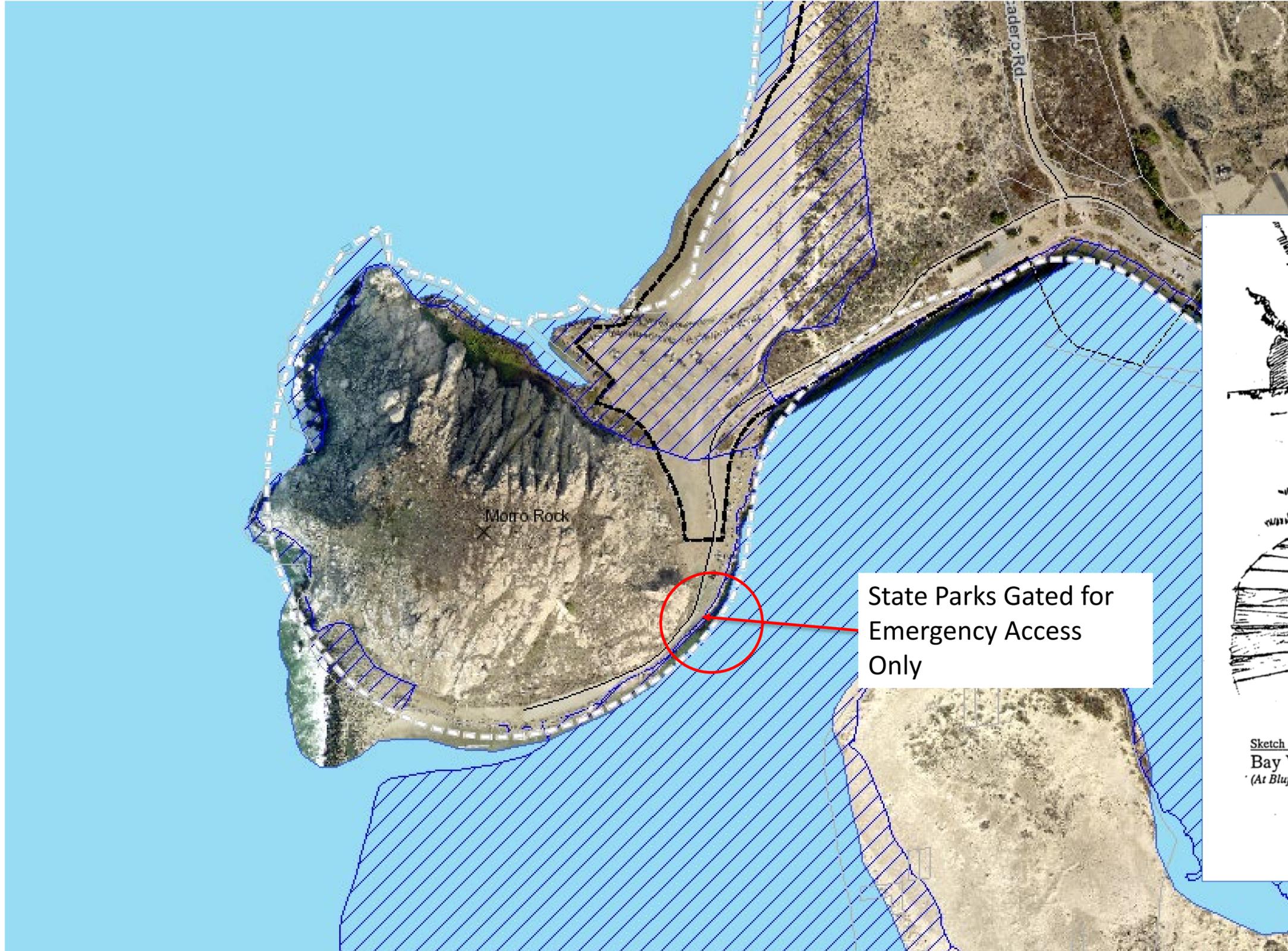
Area 1: Morro Rock/Coleman Park



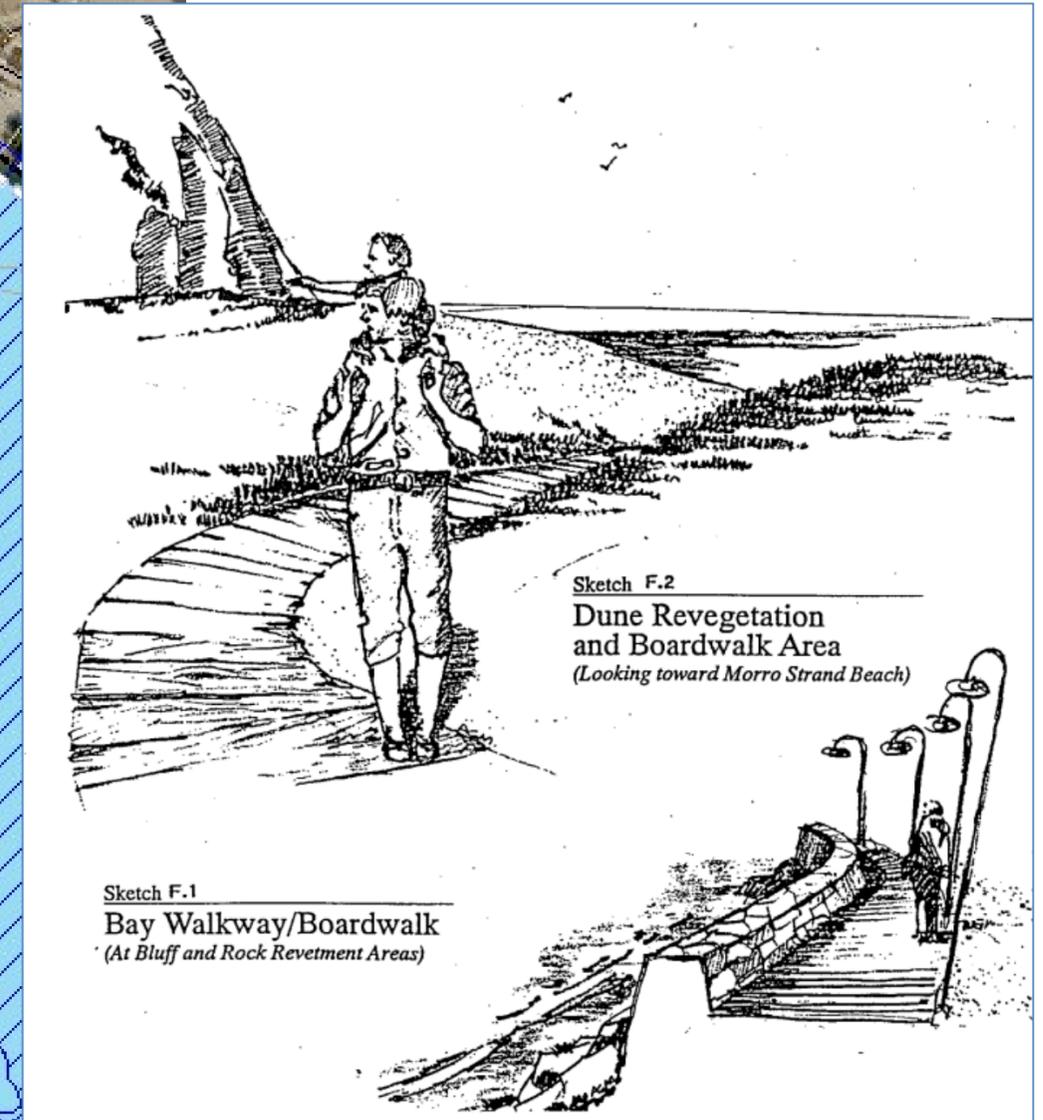
Area 1, Proposal 1: turn around, parking, and signage – No longer relevant

Area 1: Morro Rock/ Coleman Park (Morro Rock, sandspit to PG&E plant intake and Morro Creek)					
SP PAGE NUMBER	PDF PAGE Number	#	Proposal	Status	Comments
4-1	23	1	Work with the State of California to reorganize the existing parking area adjacent to Morro Rock to:	See below	
4-1	23	a)	Provide parking spaces (approximately 50) at the end of Coleman Drive perpendicular to the road with adequate backup and turn-around space.	Proposal no longer relevant	Coleman Drive adjacent to Morro Rock is now gated for emergency access only to allow for emergency access to the revetment during high storm events. This resolves potential parking concerns at the previous terminus of Coleman Drive.
4-1	23	b)	Develop a loop at the end of the lot which will allow large vehicles to turn around and thereby reduce congestion.	Proposal no longer relevant	Coleman Drive adjacent to Morro Rock is now gated for emergency access only to allow for emergency access to the revetment during high storm events. This resolves potential parking concerns at the previous terminus of Coleman Drive.
4-1	23	c)	Install a pedestrian access way along the waterfront. This would for the most part be on the land area but in some cases may require short portions of wooden walkways over the rip-rap where space is inadequate between the water and the parking lot. (See Sketch f.1)	Complete	Walkway extends from intake building to end of Coleman Park/entrance to Rock parking lot. Pedestrians can walk the rest of Coleman Drive on the dirt. There are some amenities in that area like benches.
4-1	23	d)	Provide signage at the entry to the parking area which states that there is a turn a round at the end and limits extra large vehicles (the size is to be determined by the State).	Proposal no longer relevant	Coleman Drive adjacent to Morro Rock is now gated for emergency access only to allow for emergency access to the revetment during high storm events. This resolves potential parking concerns at the previous terminus of Coleman Drive.
4-2	24	2	Provide recreational parking spaces (approximately 150) which would serve Morro Strand State Beach and provide overflow parking for the new harbor uses. See Sketch f.3.	Complete	
4-2	24	a)	Improve parking in the area in a "natural context" through the use of rocks, wood bollards and cables, and chain or heavy rope to delineate boundaries.	Partially Complete	Some improvements have been made. Parking configuration is not the best and does not maximize the space. Parking lot surfacing requires more base every year and regular maintenance to reduce potholes and uneven surface.
4-2	24	b)	Keep paving to a minimum for the access road itself and the most used parking area along the front of the area facing the beach.	Complete	
4-2	24	c)	Provide a new restroom area to serve the parking area and beach at an appropriate location.	Complete	
4-2	24	d)	Construct an access stair from the parking level to the beach level.	Partially Complete	Although it is not technically stairs, the City's Maintenance Team maintains a "land by way of sand" bridge across the revetment . It has been determined that stairs would not be feasible in this location.
4-2	24	e)	Develop landscape buffers between the parking area and the Rock and the natural dune area to reduce "human erosion" and maintain the area's natural setting.	Partially Complete	While there are rock bollards, there may be more that is wanted/needed here moving forward in the new WMP related to SLR and adaptation.

Area 1, Proposal 1: turn around, parking, and signage – No longer relevant



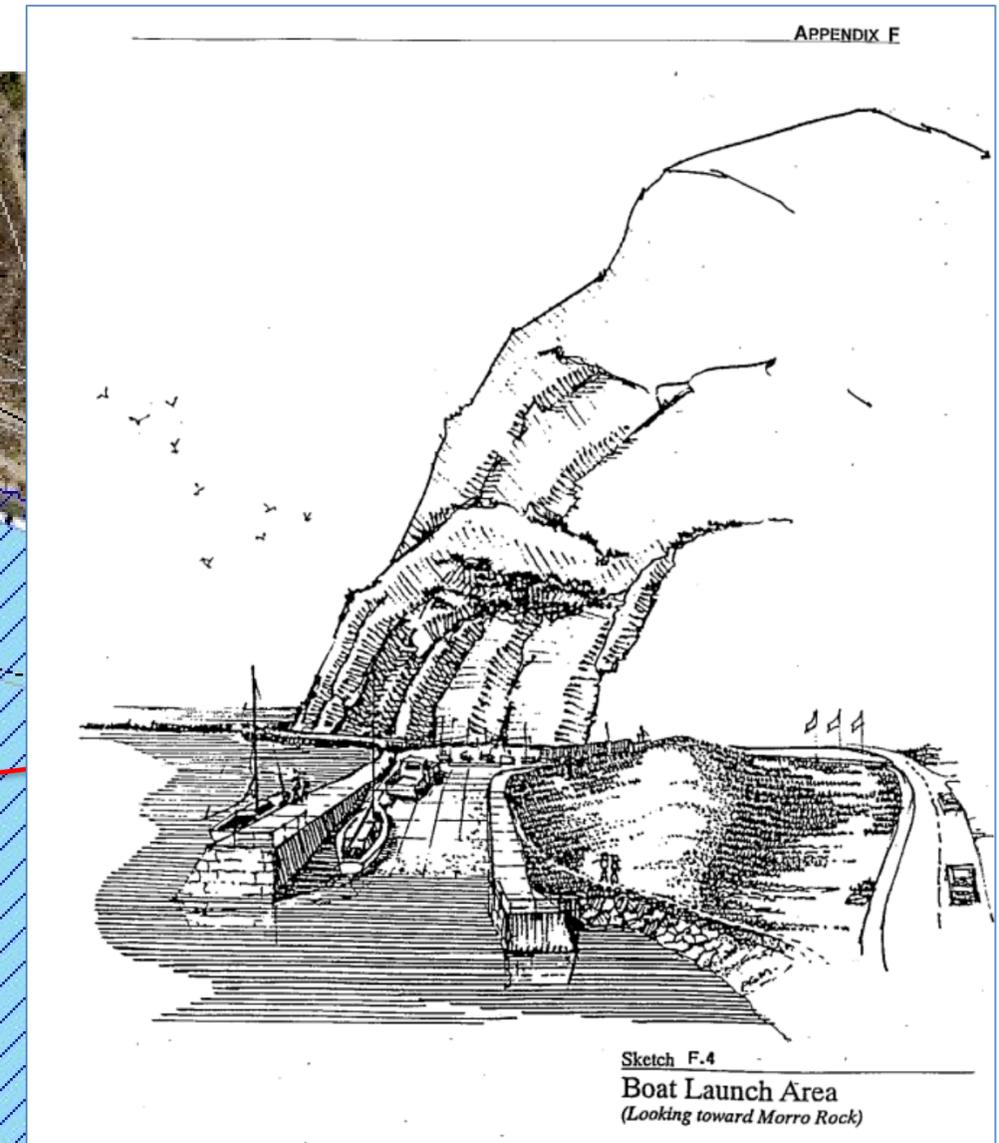
Area 1, Proposal 1c: Bay Walkway / Boardwalk - Complete



Area 1, Proposal 3: New Boat Launch – Infeasible / no longer relevant

Area 1: Morro Rock/ Coleman Park (Morro Rock, sandspit to PG&E plant intake and Morro Creek)					
SP PAGE NUMBER	PDF PAGE Number	#	Proposal	Status	Comments
4-2	24	3	Consider providing a new boat launch area with a paved ramp and supporting parking. This should only be done if it is determined that such facilities are needed to supplement the Tidelands Park launch facility. If such a facility is considered, its design must take into account the visual adjacency to Morro Rock (e.g. it must be visually screened so as not to intrude into the natural environment any more than necessary), the natural marine biology (there may be eel grass and sea otter habitat in the area), and the flow of the current and the direction of the wind which may affect configuration of the actual facilities. The plan and sketches included in this report are conceptual only to show general location and feasibility; they do not represent an engineered design which necessarily resolves the problems and requirements of such a launch facility. If such a facility is feasible and necessary, it should:	See below	A paved launch would not be feasible. This area is a popular kayak launch spot where kayakers have to climb through dune habitat to launch. Consideration could be made for a kayak or smaller vessel launch ramp instead of a larger paved boat launch.
4-2	24	a)	Include a new launch ramp and pier as shown in Sketch f.4 which is out of the main ship channel in a location that has the least environmental impact.	Not Implemented	
4-2	24	b)	Provide auto / trailer parking at Morro Rock parking lot and in the vicinity of the proposed Coleman Drive launch ramp.	Not Implemented	
4-2	24	c)	Reduce visual intrusion of the area by introducing sand berms and native vegetation at locations shown on the plan.	Not Implemented	
4-2	24	e)	Provide a small picnic area and alternative bicycle paths in area.	Not Implemented	
4-3	25	f)	Provide a restroom and freshwater supply for the area's users including a freshwater shower	Not Implemented	
4-3	25		Note: Several other sites in both the T-Pier area and next to the PG&E intake building were considered for this use. They were, however, eliminated since they were either not large enough to contain an adequate facility, caused too much traffic congestion in relationship to adjacent facilities or were more valuable as a site for some other use or expansion of an existing use. This site was the only one that met the basic criteria of size, ease of access and adjacency to a reasonable water area not already under some other use.	n/a	

Area 1, Proposal 3: New Boat Launch – Infeasible / no longer relevant

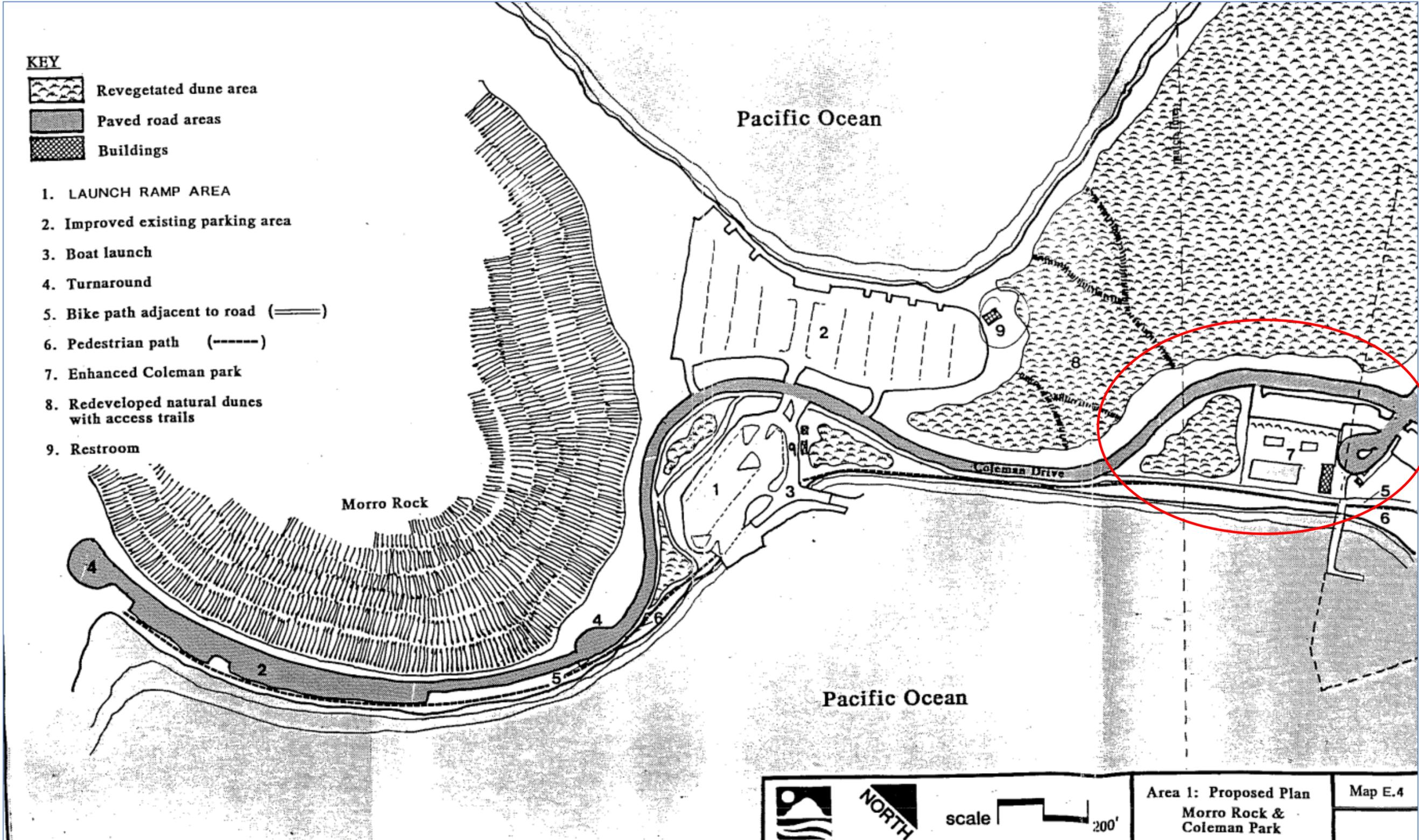


Area 1, Proposal 4: Relocate Coleman Drive slightly north to enhance Coleman Park - Complete

4-3	25	4	Generate more waterfront space on the bay side and enhance Coleman Park by relocating the eastern portion of Coleman Drive slightly north. (See Maps e.4 and e.5)	Complete	
4-3	25	a)	Relocate Coleman Drive as shown on the plan to provide a new area with access to the bay of approximately 250 feet wide by 750 feet (approximately 4 and 1/3 acres).	Complete	
4-3	25	b)	Develop a small area for concessions / restrooms and bicycle, kayak and canoe rental (approximately 500 square feet).	Not Implemented	
4-3	25	c)	Provide a bike path system that utilizes the pavement of the existing Coleman Drive where possible.	Complete	A separated bike path is provided adjacent to the bay
4-3	25	d)	Develop a pedestrian access system and boardwalk along the new bay frontage.	Complete	A pedestrian boardwalk is provided adjacent to the bay
4-3	25	e)	Construct a hardened pathway and small floating dock to assist hand launching of small, non-motorized boats.	Not Implemented	See note on 3.
4-3	25	f)	Develop a boat house for storing shells and possibly rental boats.	Not Implemented	
4-3	25	g)	Provide a turn around loop to serve the pier and launching area.	Not Implemented	
4-3	25	h)	Develop paved permanent parking areas.	Not Implemented	
4-3	25	i)	Construct a sheltered picnic area for approximately 10 tables and barbecues.	Partially Complete	Unsheltered picnic area of 4 picnic tables provided, no barbecues.

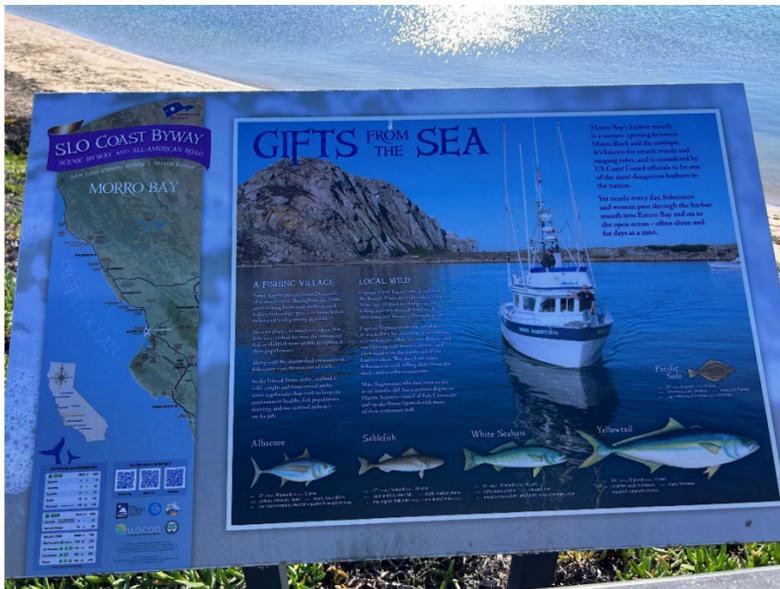
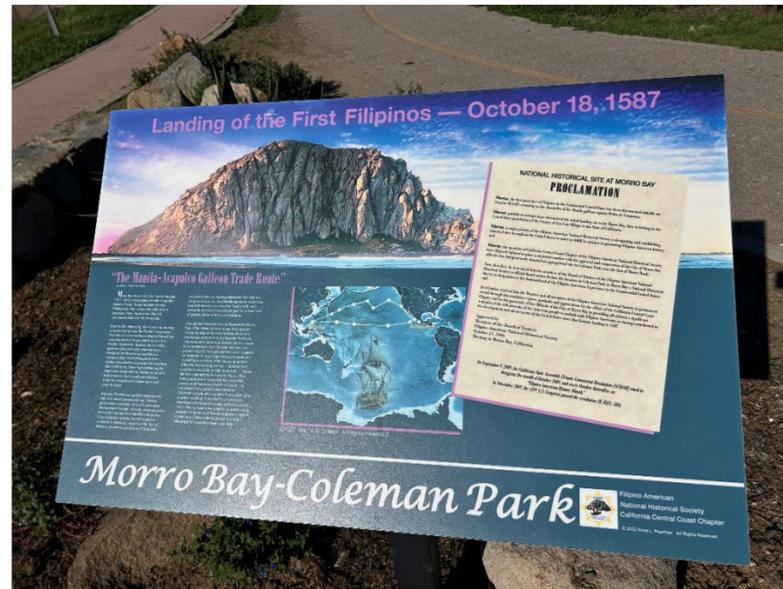
SP PAGE NUMBER	PDF PAGE Number	#	Proposal	Status	Comments
4-3	25	j)	Provide an area for active recreation such as sand volleyball, basketball etc.	Complete	A skate park was added in this area in the early 2000s. The skate park was later converted into basketball courts.
4-4	26	k)	Evaluate the potential for a saltwater plunge (see Map e.5) using heated sea water from the adjacent P.G. &E. outfall line. (This would be an historical replacement of an earlier saltwater plunge in Morro Bay).	Proposal no longer relevant	

Area 1, Proposal 4: Relocate Coleman Drive slightly north to enhance Coleman Park - Complete



Area 1, Proposal 5: Locate nature observation / information areas explaining the natural wonders of the area, its history and the plants and animals that inhabit it - Complete

4-4	26	5	Locate a series of nature observation / information areas explaining the natural wonders of the area, its history and the plants and animals that inhabit it.	Complete
4-4	26	a)	Provide small monuments at key viewing areas and/or historical sites with fixed maps and text providing education to the public.	Complete
4-4	26	b)	Develop an access trail system to the monuments that is environmentally sensitive and not intrusive to the natural areas served.	Complete



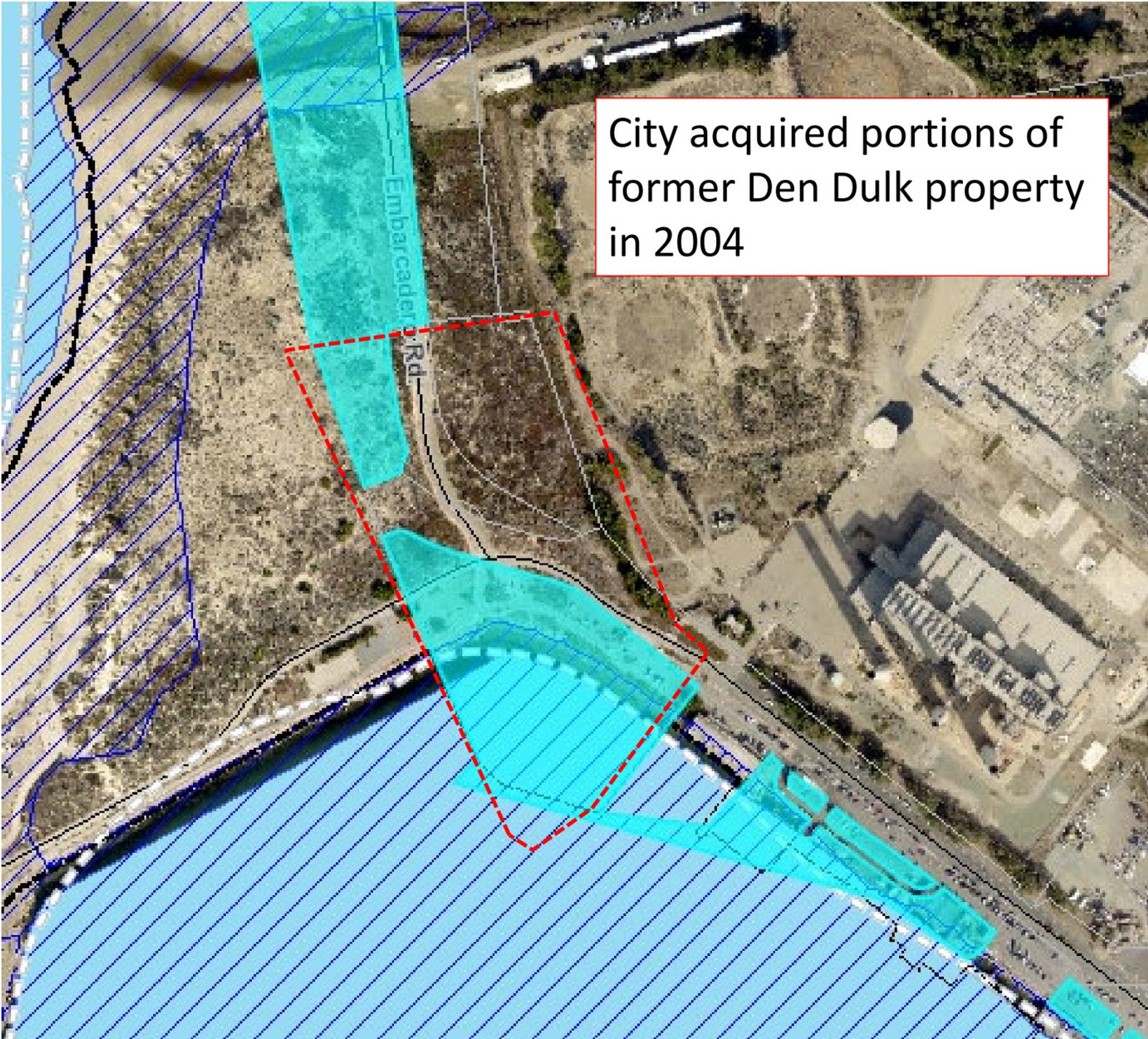
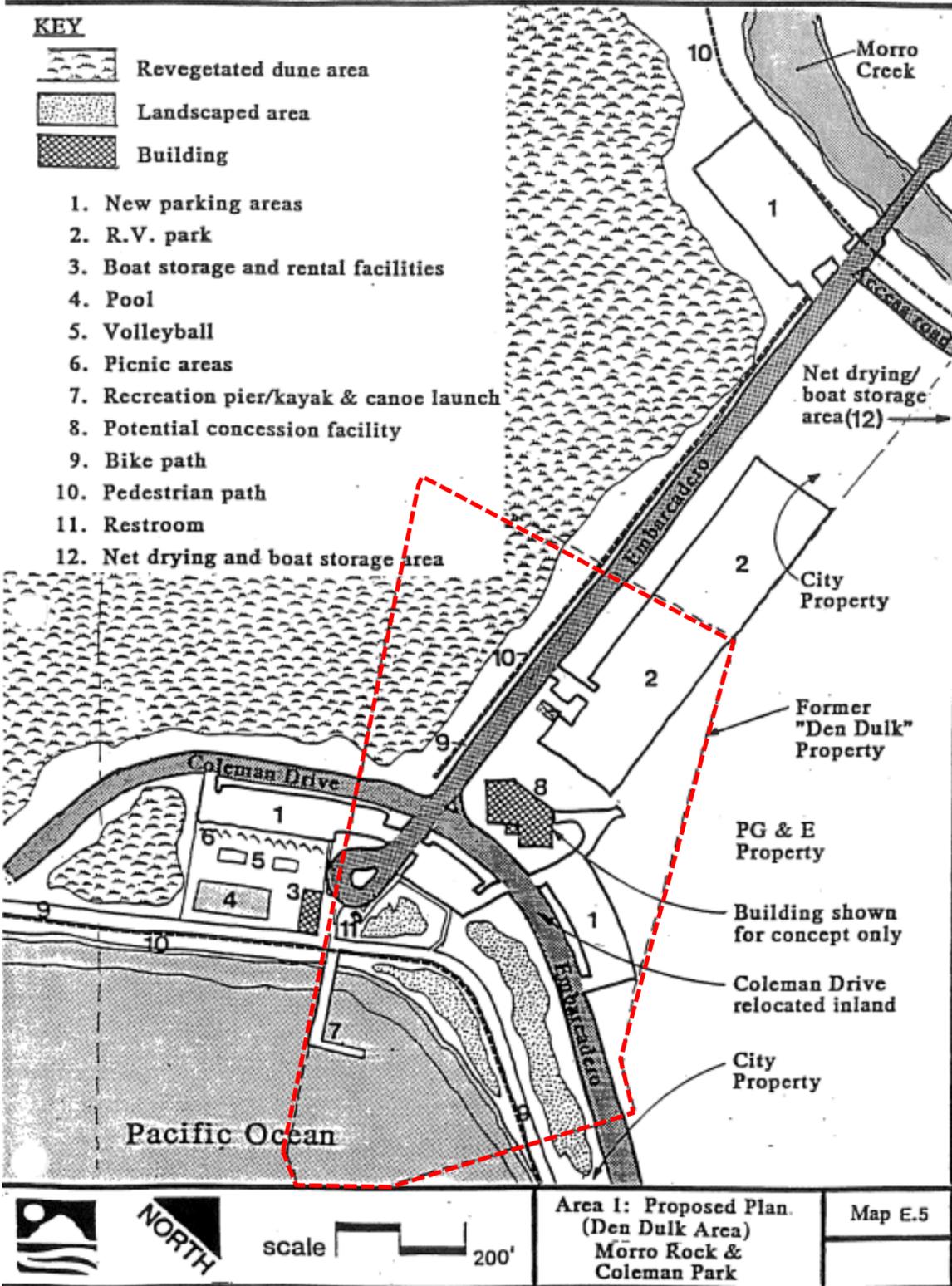
Area 1, Proposal 6: Redevelop natural dune area and provide a system of access trails and boardwalks to the City beach and Morro Strand State Beach – Partially Complete

4-4	26	6	Redevelop the natural dune area to the north and provide a system of access trails and boardwalks to the City beach and Morro Strand State Beach,	Complete	The pedestrian boardwalk wraps around the dune at the end of Coleman Drive and terminates / provides access to Morro Rock Beach. Team to consider additional trails.
4-4	26	a)	Use native grasses and dune shrubs which match those found in the natural dune communities of the area such as on the sandspit.	In Progress	City is looking into a grant for Coleman Park dune restoration.
4-4	26	b)	Develop a system of boardwalks where foot traffic is heaviest to reduce erosion and damage to the dune system. See Sketch f.2	Complete	Pedestrian boardwalk is provided along the bay.
4-4	26	c)	Prepare a management plan to maintain the dune and vegetation system.	Not Implemented	National Estuary Program does some dune management and restoration.

Area 1, Proposal 7: Encourage private development of an RV park on former Den Dulk property, acquire and enhance Coleman Beach area – Complete / no longer relevant

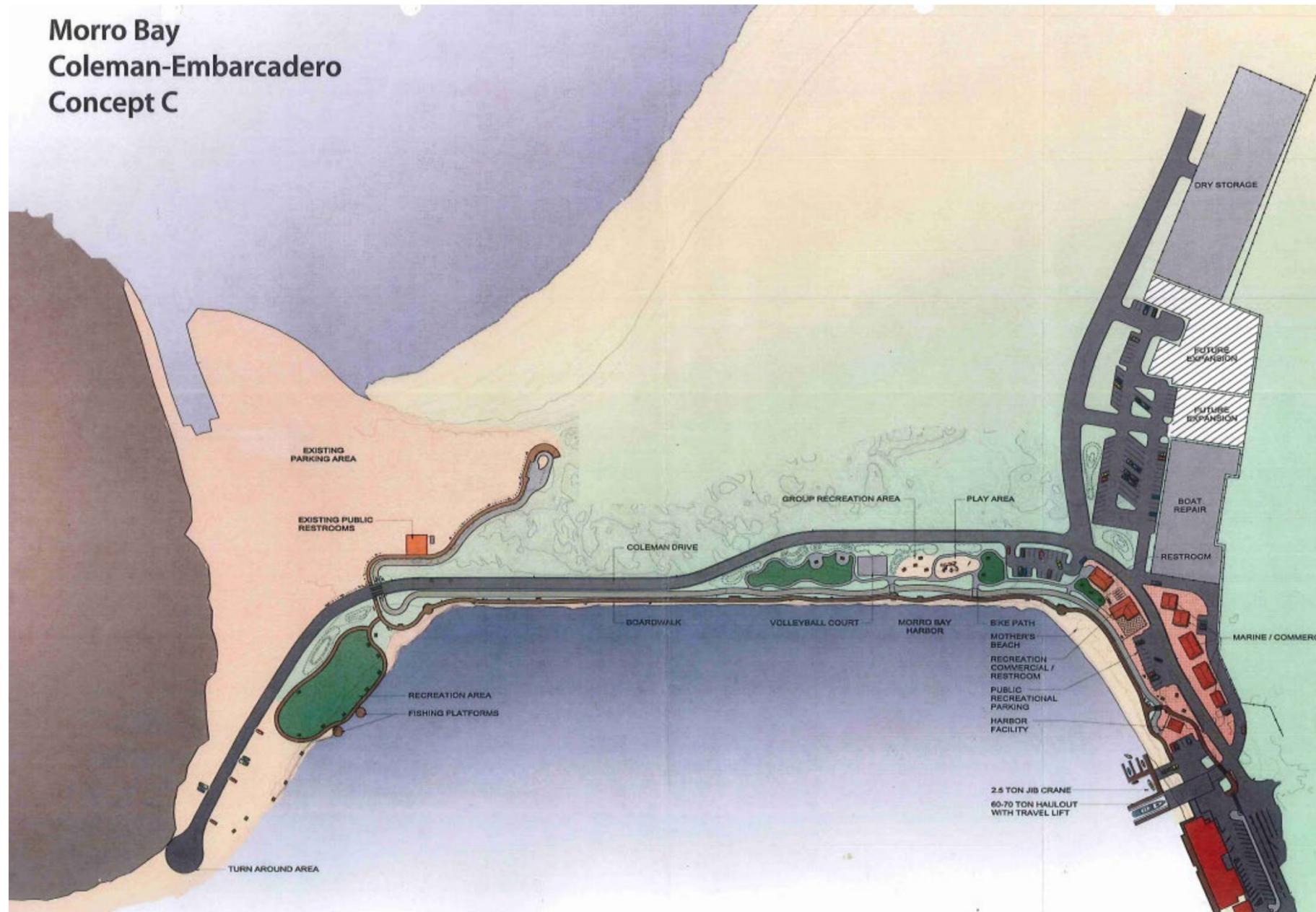
4-4	26	7	In order to enhance general recreation and enjoyment of the area, encourage private development of a visitor-serving recreation vehicle and camping area on the eastern portion of the former "Den Dulk" property (Refer to Map e.6). Encourage a visitor-serving concession facility adjacent to Coleman Beach which will share parking with the expanded Coleman Park.	Not Implemented	The area is utilized for public parking and the HarborWalk
4-4	26	a)	There is a potential for exchanging City land for portions of the former "Den Dulk" property to allow for development of public recreational facilities and private support uses. The "Den Dulk" property frontage on the bay should be acquired by the City for the purpose of extending Coleman Park.	Partially Complete	Duke energy (owner of the PG&E property after PG&E, but before Vistra) dedicated portions of the Den Dulk property to the City.
4-4	26	b)	The portion of the "Den Dulk" property located adjacent to the PG&E property should be limited to a low key campground use limited to rustic type camp sites similar to those in Morro Bay State Park. Any concessions should be limited to small pedestrian access structures, but would not include sit-down restaurants or stores.	Not Implemented	
4-5	27	c.	The relocation of Coleman Drive and Embarcadero, as indicated in the plan, shall be predicated upon the successful negotiation between the City and the property owner to accomplish the following: (1) to protect the current public access to the beach area; and (2) to implement the uses indicated in the Waterfront Master Plan for the area between the new roadway the beach. The City shall not relinquish any rights to the various recorded and prescriptive easements until after all said negotiations have been successfully completed. Should the City negotiations with the property owner not be successful, the current Coleman Drive roadway alignment shall not be moved within the "Den Dulk" property. The zoning designations for the area known as the "Den Dulk" property are not proposed to be changed. The City shall only consider proposed projects consistent with the existing zoning designations and with building design criteria as specified in the Waterfront Master Plan.	Complete	
4-5	27		Note: Den Dulk Property--This is the property between the PG&E plant and the peninsula that connects to Morro Rock is currently held by private interests. Given its important location connecting the Embarcadero to the Rock, both the City and the current owner have expressed interest in a land exchange which would benefit both parties. The City would gain continuous access and ownership of the waterfront in this area which would allow the relocation of Coleman Drive and the enhancement of the Coleman Park area (see the Map e.5). In return, the private landowner would gain a more coherent parcel on which to provide a recreation vehicle park and a proposed concession facility which would be integrated into the visitor-serving uses of the Coleman Park and bay front. In conclusion, it appears that the Measure D prohibitions apply only to lands held in public trust. The Den Dulk property is private and does not seem to be under the restrictions of Measure D. Given the expressed concern that this area not be over developed and the requirements of the land exchange, this area shall be required to have development plan approval prior to any rezoning or construction. Such approval would set forth the conditions, location and the type of facilities that would be allowed.		No implementation action tied to this item.

Area 1, Proposal 7: Encourage private development of an RV park on former Den Dulk property, acquire and enhance Coleman Beach area – Complete / no longer relevant



Area 1, Proposal 8: Develop boat repair / haul out facility, with approximately 2,000 square feet of office spaces and a marine supply retail outlet east of Coleman Park – No longer relevant

45	27	8	Develop boat repair yard/haul out facility, with approximately 2000 sq. ft. of office space, and a marine supply retail outlet east of Coleman Park.	Not Implemented	A supplemental process in 2013 went forward with park only. This process went through Harbor Advisory Board, Recreations and Parks Commission, and City Council.
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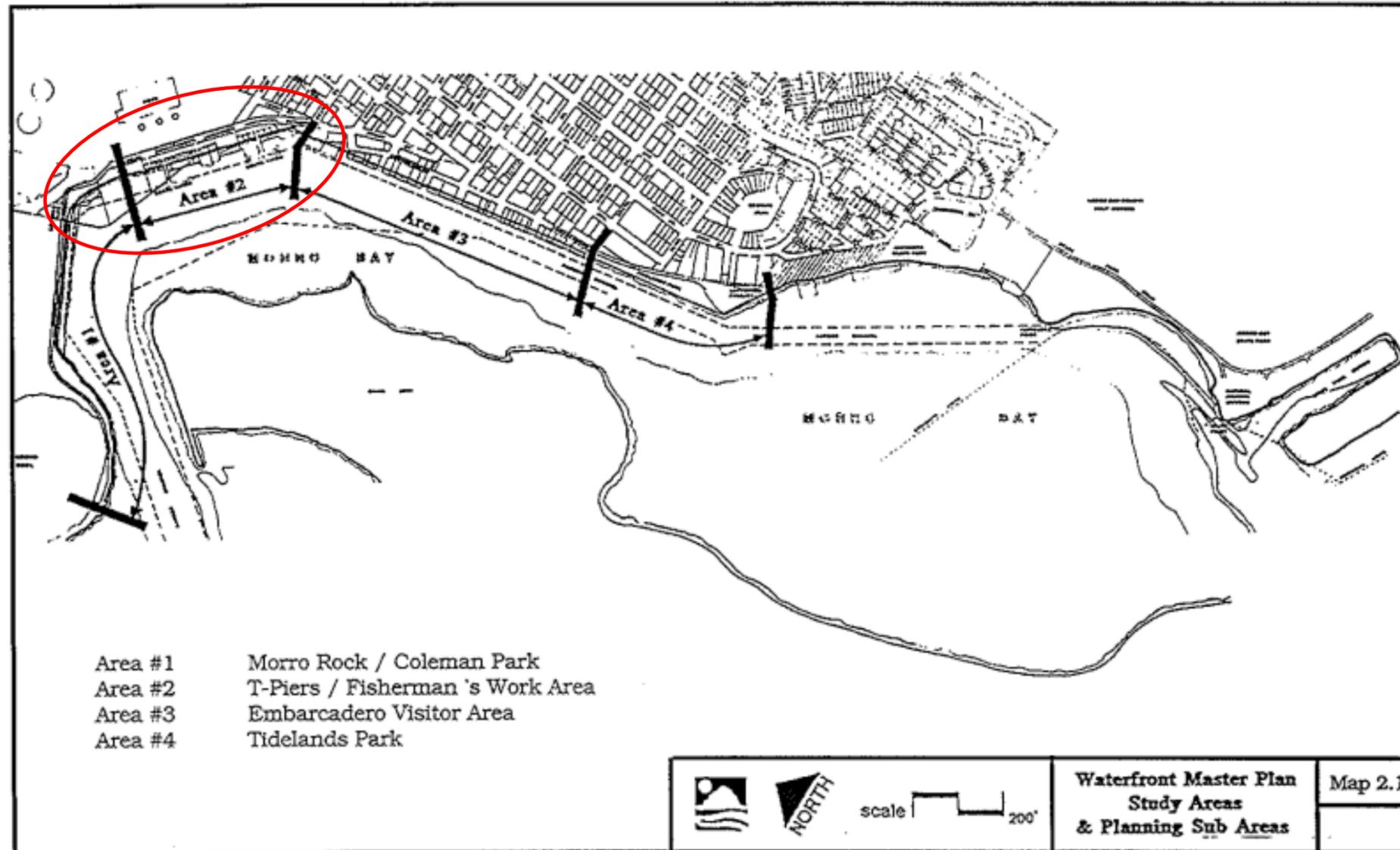


2013 Northern Waterfront Improvement Plan Concept (Not Approved)

Area 1, Proposal 9: Connect the two portions of the Embarcadero with a 2-lane bridge across Morro Creek.

4-5	27	9	Connect the two portions of the Embarcadero with a 2 lane bridge across Morro Creek. Provide a means of traffic control (bollards) and signage to allow the City to control access, for emergencies and special events only, should this be desired under the traffic management and monitoring plan.	Partially Completed	The Embarcadero is connected via a pedestrian and bike bridge over Morro Creek. Emergency vehicles can access in case of emergency.
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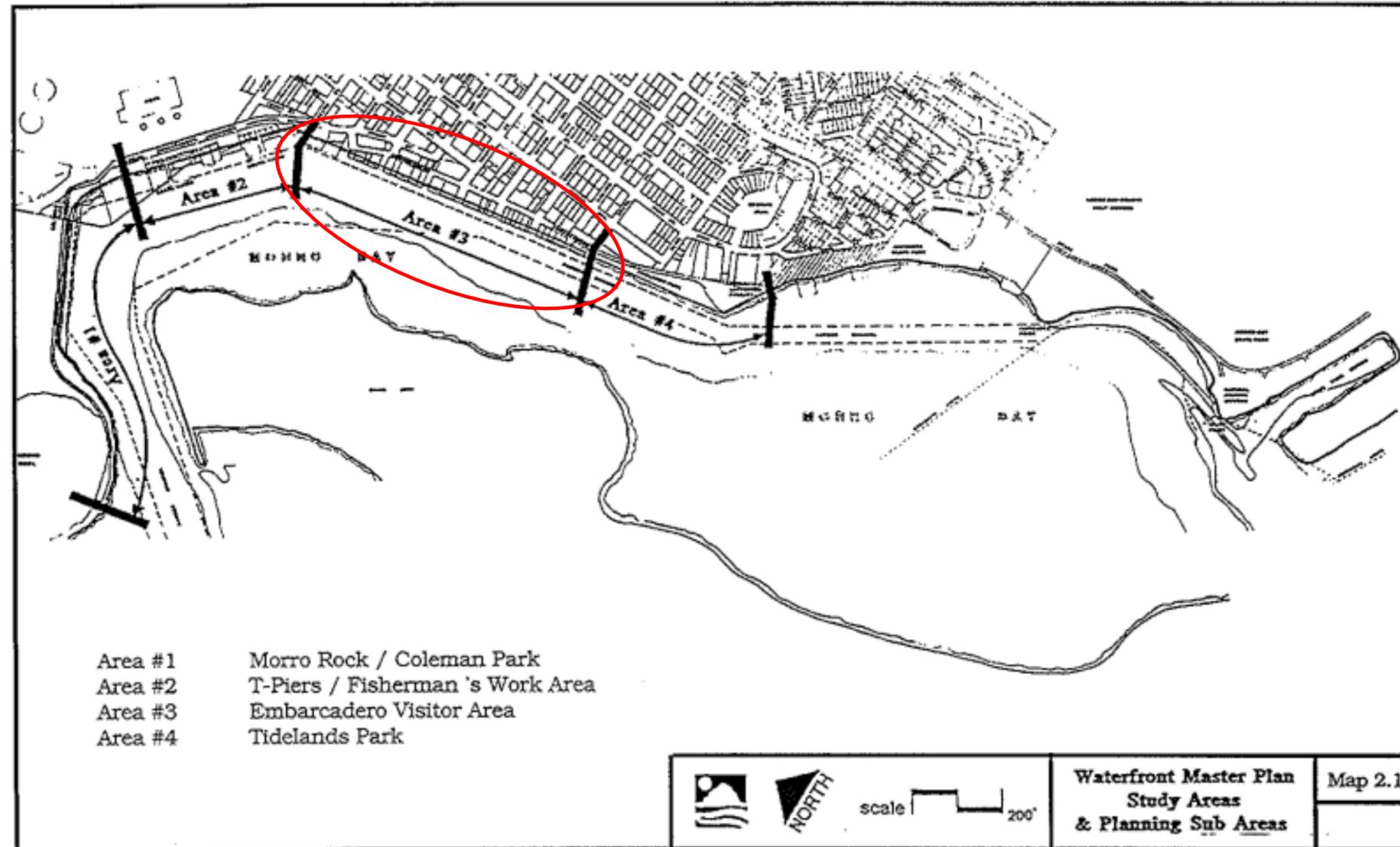
Area 2: T-Piers / Fishermen Working Area



Area 2, Proposal 1: Encourage PG&E to provide an education center and information on alternative energy sources – no longer relevant

Area 2: T-Piers / Fishermen Work Area (PG&E Intake Plant to the intersection of the Embarcadero at Beach Street)					
SP PAGE NUMBER	PDF PAGE Number	#	Proposal	Status	Comments
4-6	28	General Description	This area is primarily devoted to the working fishing boats and shoreside support. There is also a sprinkling of restaurants and a very chaotic series of parking lots. To the east the area is visually dominated by the PG&E power plant.	n/a	
4-6	28	1.	Encourage PG&E to provide an education center and information on alternative energy sources. Make the existing plant more attractive by providing a static display on the history of the facility, the use of energy, energy conservation and the development of alternative energy sources.	Proposal no longer relevant	Waterfront Master Plan update will include concept plans for Vistra property (formerly PG&E property).
4-6	28	2.	Redesign the parking lots to gain efficiency and provide better access to the piers		
4-6	28	a)	rework the existing west side parking lot and access points to facilitate easier truck access to the piers and working areas	Not implemented	Parking lot appears unchanged based on available historical imagery
4-6	28	b)	remove the existing center island to provide more parking area	Complete	Center islands are not currently present in parking lot
4-6	28	c)	revise the striping and parking lot layouts for greater efficiency	Not implemented	Parking lot appears unchanged based on available historical imagery.
4-6	28	d)	provide amenities such as street furniture and signage to give a sense of place	Partially Complete	Some benches and lighting have been added.
4-6	28	3.	Improve public physical and visual access to the waterfront with its interesting fishing vessels and fish processing activities. Continue the concept of lateral access along the waterfront by developing a pedestrian walkway along the shoreline and to the T-piers.	Partially complete	Pedestrian conditions, such as a pedestrian boardwalk was implemented in 2008-2009. up to Morro Grill/Morro Bay Seafood Company. Further north, the pedestrian waterfront experience is disconnected, visual access could be improved.
4-6	28	4.	Designate the commercial fishing support area in the vicinity of the North T-pier as a suitable site for redevelopment to improve work areas for fish off-loading and processing. Further, detailed site and economic planning for this area should be undertaken by the City.	Not Implemented	City has lost ability to process fish here.
4-6 & 4-7	28 & 29	5.	Encourage existing commercial/retail or visitor serving uses to relocate to the second story where feasible. By removing commercial retail/and restaurant uses from the ground floor more space will be available for use by the fishing industry and harbor support facilities. Such separation of uses will reduce traffic congestion and will promote visitors to the area since they can see more of the fishing and related operations.	Partially complete	Most buildings are still single story and commercial/retail/restaurants occupy ground floor or two story buildings still have retail uses. 1215 Embarcadero was redeveloped with a 2 story building, with the restaurant located on the second story.
4-7	29	6.	Improve the Front Street parking lot	Not implemented	
4-7	29	7.	Rebuild fish processing and commercial/recreational fishing related uses.	Not implemented	City has lost the ability to process fish in this area. There has been interest in bringing back

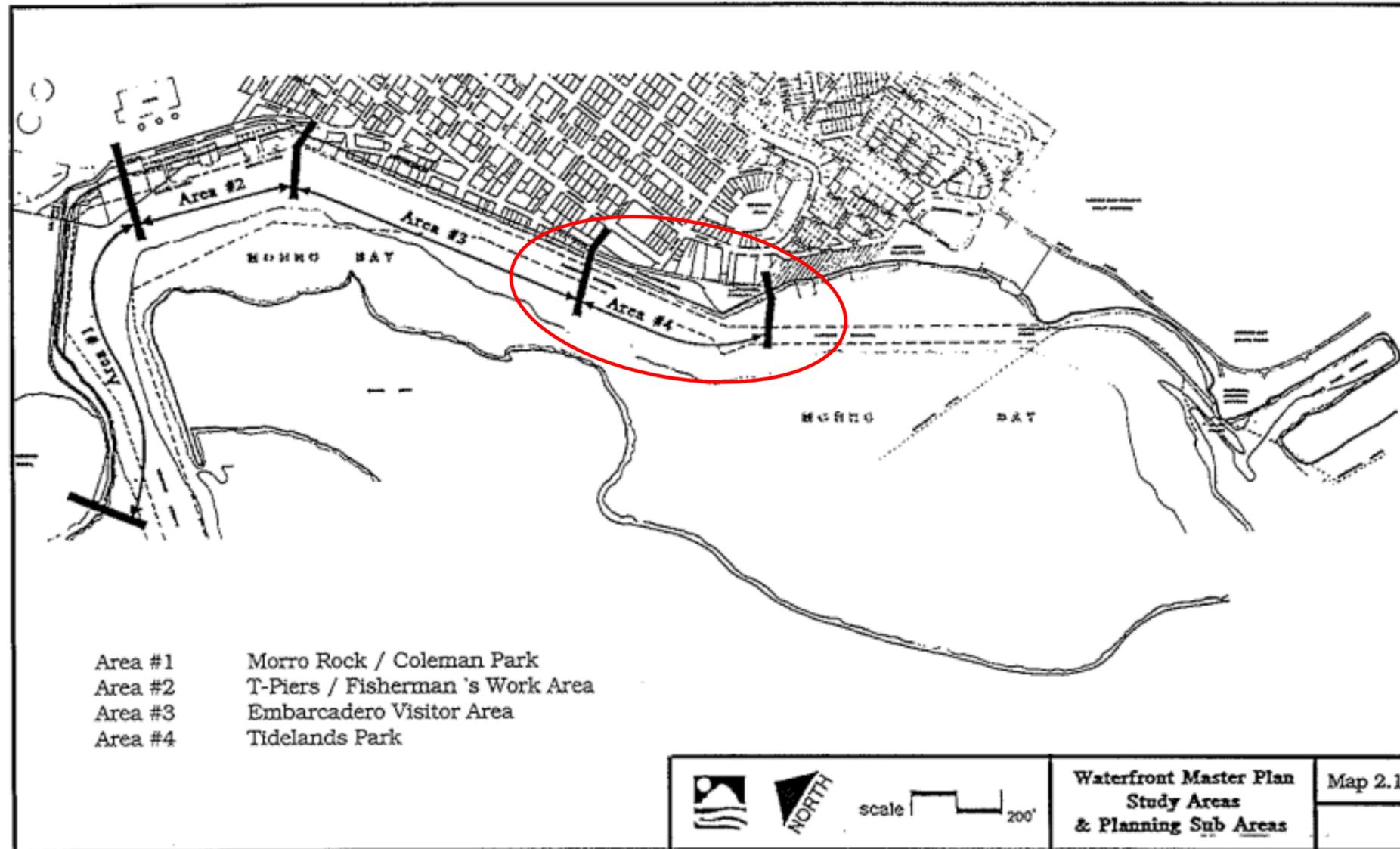
Area 3: Embarcadero Visitor Area



Area 3, Proposal 5: Provide haul out improvements to existing facilities – delete or define

Area 3: Embarcadero Visitor Area (Embarcadero: Beach Street to South Street between the bluff and the waterfront)					
SP PAGE NUMBER	PDF PAGE Number	#	Proposal	Status	Comments
4-7	29	1.	Locate a series of observation/information areas explaining the natural wonders of the bay and its history and the animals that inhabit it. The design should be similar in character and style to that proposed for Tidelands Park. The information could be designed into an extension of a bench or other piece of street furniture to give continuity to the street scene and also provide a visual accent.	In Progress	There are observation/information areas along the waterfront, but they don't seem to match the character/style of Tidelands Park or follow the street furniture aspect.
4-7	29	2.	Extend lateral access along the bay front of commercial retail buildings. This coastal requirement will be made a condition of each new structure or complex as it is submitted to the City for permit.	Ongoing	A continuous sidewalk or harborwalk exists along Embarcadero. There are gaps in lateral access along the waterfront but it has been worked on substantially since 1996.
4-7	29	a)	Require provision of lateral access where reasonable (functionally and structurally), as existing structures are remodeled or change uses.	Ongoing	In Plan Morro Bay and was implemented prior to the adoption of Plan Morro Bay
4-7	29	b)	Design lateral access routes to connect to the lateral access components of adjacent buildings and/or the stub street perpendicular to the building site.	Complete	
4-7	29	3.	Preserve scenic vistas at street ends - enhance public amenities in these areas.	Ongoing	
4-7	29	a)	Add pedestrian amenities such as benches, trash containers, public telephones and information booths and signs.	Complete	Most street ends have viewing decks/benches
4-8	30	b)	Light areas to encourage safe use without glare or causing disturbance to adjacent land uses.	Partially Complete	Lighting may have been implemented since 1996, however, there is community sentiment that updates are needed.
4-8	30	c)	Avoid structures and planting which limit visual access to the water or the Rock.	Ongoing	
4-8	30	5.	Provide haul out improvements to existing facilities	Not implemented.	
4-8	30	a)	Encourage private owners to improve their facilities	Ongoing	
4-8	30	b)	Encourage the continued use of the existing fisherman's gear storage area north of the PG&E plant near Morro Creek.	Complete	Morro Bay Commercial Fishermen's Organization appears to have leased the facility from the city since 1995. MBCFO website indicates this continues to be true.
4-8	30	6.	Develop a bluff stabilization and beautification plan. Prepare a landscaping plan for bluff areas. This plan shall identify planting materials, design standards for pedestrian amenities such as paths and benches, and set retaining wall standards for materials and general character within good engineering practice.	Not implemented	

Area 4: Tidelands Park



Area 4: Tidelands Park (South Street to the southeast end of Tidelands Park and boat launch area)

SP PAGE NUMBER	PDF PAGE Number	#	Proposal	Status	Comments
4-8	30	1.	Implement the adopted Tidelands Park plan.	Complete	Tidelands Park Plan not provided. Evaluation of this section is based current and historical imagery.
4-8	30	a)	Implement the many planned improvements such as the provision of more pedestrian amenities including seating areas, restrooms, and improved landscaping.	Complete	Tidelands Park appears well maintained with restroom, pedestrian pathways, and green spaces
4-8	30	b)	Provide a small bench and passive area at the end of Olive Street for an overlook.	Complete	
4-8	30	c)	Provide an additional lateral wharf area which improves the launch area and allows additional pedestrian access to the waterfront.	Complete	Tidelands Park Side Tie Dock was added sometime between 1994 and 2003 near Tidelands Park at Olive St.
4-8	30	2.	Provide supplemental boat launch facilities as discussed in planning Area #1. If provided an additional boat launch will:	Not implemented	Only one boat launch facility exists at the south end of the Embarcadero.
4-9	31	a)	Reduce peak vehicle congestion in the parking lot at launching time.	Not implemented	
4-9	31	b)	Diminish congestion on the bay since many of the boats being launched at Tidelands Park have the Pacific Ocean as their destination rather than the bay.	Not implemented	
4-9	31	c)	Provide an alternate facility should one launch area be shut down for repairs or maintenance.	Not implemented	
4-9	31	d)	Augment the capacity of Morro Bay to accommodate water dependent uses with minimal impact to the waterfront or the commercial uses of the Embarcadero in Area #3	Not Implemented	
4-9	31	3.	Reconfigure existing Tidelands Park slips to augment ramp launching capacity by promoting passenger and equipment loading and unloading away from the ramp area during peak launch times.	Partially Complete	New launch ramp piers replaced existing ones. Look into kayak launch so they don't clog up the boat launch.

Thank You

