

## IX. COMMERCIAL FISHING AND RECREATIONAL BOATING

### A. INTRODUCTION

Since the founding of the community, the commercial fishing industry has played a significant role in the development of Morro Bay. Today this still is true, with the basic industry providing an economic source for the community as well as serving as an important tourist attraction.

The California Coastal Act of 1976 requires Morro Bay to protect and, where feasible, upgrade commercial and recreational fishing facilities. This is in keeping with the community's policy of giving priority to commercial fishery in new harbor development.

### B. COASTAL ACT POLICIES

Recognizing that commercial fishing often cannot compete with recreational boating in new harbor development, the coastal Act requires the protection of commercial fishing.

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

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

The Act also acknowledge the intense demand made on shorefront areas by competing land uses.

Sec. 30255. "Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland."

### C. CHARACTERISTICS AND ISSUES

Tables 12 and 13 summarize the dockage and mooring (anchorage) facilities to accommodate approximately 494 vessels, including temporary tie-ups for 23 fishing vessels. The majority of vessels using the harbor are engaged in commercial fishing and sport fishing activities. However, it is difficult to separate the uses in terms of the vessels' activities in relation to the leased dockage or moorage facilities.

Depicted on Table 12 are dockage facilities for approximately 366 vessels. The actual capacity can vary according to the size of the vessel. The space for 366 vessels is based on an average vessel length of 40 feet. Of the 366 spaces, the City manages 91 spaces, leases 237 permanent spaces and 23 temporary spaces. There are two docks privately-owned in the harbor with space available for about 15 vessels.

The number of moorings in the harbor's two anchorages total 128; locations of the mooring are shown on Figure 21. Boats are moored in a grid pattern measuring 100 feet on center. By changing from the mooring floats currently being used to floating docks (measuring 10 x 50 feet and anchored to the existing moorings), the city would increase the safety and efficiency of the anchorage areas.

1. Commercial Fishing Industry

The commercial fishing fleet working from Morro Bay utilizes a variety of boats, including trawlers, trammel netters, and hook and line. Similar in composition to the fleet in Port San Luis, and largest number of boats fish for rock fish and albacore.

Commercial fishing has increased in Morro Bay since the mid-1940's. The Harbor inventories, taken yearly, indicated in April 1979, that there were 185 commercial fishing vessels within the harbor. Estimates of part-time commercial fishing use vary due to the number of boats which may be used for recreational purposes while keeping a commercial fishing license. Additional space could be provided for commercial and recreational boats in the harbor if inoperative boats were abated similarly to inoperative automobiles.

The following table summarizes the use of Morro Bay by commercial fishing boats from 1970-1979.

TABLE 11  
 Commercial Boats in Morro Bay Harbor  
 1970 - 1979

Year	Commercial Boats	Year	Commercial Boats
1970	108	1975	199
1971	138	1976	180
1972	145	1977	178
1973	162	1978	199
1974	181	1979	185

Commercial fishing has been an important economic element for the City. Morro Bay has benefited from the fishing industry and its ancillary facilities. However, the fishing catch has declined over the years while the number of commercial fishing boats has increased. Table 14 summarizes the fishing catch since 1951.

## 2. Sport Fishing Industry

As a basic element to tourism, sport fishing has been a most important feature in Morro Bay, whereas, commercial fishing has played a larger role in Morro Bay's development as a fishing community. The sport fishermen support local businesses, including purchasing of tackle, bait, wearing apparel and supporting restaurants and motels. Morro Bay's harbor inventory indicated the average number of active sport boats over the last ten years was twelve.

## 3. Recreational Boating Issues

Boating is one of the most popular recreational activities along the California coastline. However, the high demand for the limited supply of coastal facilities has placed a burden on small harbors such as Morro Bay. Morro Bay's boat launch facility is old and over-utilized, has limited day use boating slips and inadequate parking facilities.

Presently, Morro Bay has 278 moorings and slips for recreational and commercial boats. The total spaces available are either in the mooring spaces or adjacent to the shoreline in various areas of the bay. Because Morro Bay is the only fully protected harbor between Santa Barbara and Monterey, boats out of non-protected harbors during storms will seek refuge in Morro Bay, often causing additional, over utilization of existing berths, docks and moorings. See Chapter III for additional boating information.

TABLE 12  
 DOCK SURVEY

<u>NAME/IDENTIFICATION</u>	<u>Spaces</u>		<u>OWNERSHIP</u>
	<u>PERMANENT</u>	<u>TEMPORARY</u>	
Midway Marina	90	0	Lease <sup>1</sup>
Golden Tee	11	0	Lease
Floats South Fisherman's Fuel Dock	3	0	Private <sup>2</sup>
Beacon Fuel Dock	30	3	Lease
Gladys Walton	4	0	Lease
All Seasons Seafood	0	0	Lease
Pacific Haven Boatworks	16	0	Lease
City Launch Ramp Rental Slips	14	0	City <sup>3</sup>
Fry	1	0	Lease
Batteiger	1	0	Lease
Associated Divers	6	0	Lease
Sylvester Brothers	4	0	Lease
Morro Bay Yacht Club	10	0	Lease
Hittles	0	0	Lease
McGurns	2	0	Lease
Pyle	2	0	Lease
Deanna	2	0	Lease
Aquarium	2	0	Lease
The Chandlery	4	0	Lease
The Ship Store	4	0	Lease
Morro Bay Marina	11	0	Lease
Fuel Dock	0	0	Lease
Zeke's Wharf	4	0	Lease
Johnsons Morro Bay Oyster	2	0	Lease
Roses Landing	4	0	Lease
Fish Bowl II	2	0	Lease
Dob's Seafood	1	0	Lease
Marine Ways	0	0	Lease
Machine Shop	0	0	Lease
Galley Restaurant	4	0	Lease
Beachcomber Galley/Graham's Landing	6	0	Lease
Central Coast	0	2	Lease
Dunes Street Rental Slips	14	0	City
Brebe's	12	0	Private
Beach Street Rental	5	0	City
South City T-Pier	30	0	City
Sam Cunningham	1	0	Lease
Virg's Long Dock	6	0	Lease
Tiger's Folly	1	0	Lease
Virg's	6	0	Lease
Pacific Shellfish	0	4	Lease
North City T-Pier	28	0	City
M & M Refrigeration	0	2	Lease
<b>TOTAL</b>	<b>366 spaces</b>	<b>23</b>	

Total City Owned: 91  
 Total City Leases: 237 (23 temporary)  
 Total Private: 15

<sup>1</sup>Lease - Private lease with City of Morro Bay; leasee rents space to other  
<sup>2</sup>City - City owns and manages rentals  
<sup>3</sup>Private - Under private ownership

TABLE 13

MOORING SURVEY

MOORINGS <sup>1</sup> AREA	LOCATION	NUMBER	WEIGHT (lbs.)	MATERIAL	
				STEEL	CONCRETE
A-1	1	01	1129		C
A-1	1	02	1182		C
A-1	1	1	750	S	
A-1	1	2	1995		C
A-1	1	3	2660		C
A-1	1	4	3830		C
A-1	1	5	3200		C
A-1	1	6	750	S	
A-1	1	7	2150		C
A-1	1	8	2150		C
A-1	1	9	3153		C
A-1	1	9A	500	S	
A-1	1	10	3104		C
A-1	1	11	1500		C
A-1	1	12	3456		C
A-1	1	13	5000		C
A-1	1	14	3421		C
A-1	1	15	1995		C
A-1	1	16	1108		C
A-1	1	17	2604		C
A-1	1	18	400	S	
A-1	1	19	2000		C
A-1	1	19A	1995		C
A-1	1	20	3621		C
A-1	1	21	1995		C
A-1	1	22	2500		C
A-1	1	23	2300		C
A-1	3	1	2956		C
A-1	3	2	2900		C
A-1	3	3	2070		C
A-1	3	4	2660		C
A-1	3	5	2673		C
A-1	3	6	5000		C
A-1	3	7	2956		C
A-1	3	8	3360		C
A-1	3	9	1385		C
A-1	3	10	1400		C
A-1	3	11	3080		C
A-1	3	12	3118		C
A-1	3	13	3547		C
A-1	3	14	1995		C
A-1	3	15	1995		C
A-1	3	16	2660		C
A-1	3	17	2874		C
A-1	3	18	3033		C
A-1	3	19	2545		C
A-1	3	20	3547		C
A-1	3	21	2000		C
A-1	3	22	524	S	
A-1	3	23	1552		C
A-1	3	24	1997		C
A-1	3	25	2669		C
A-1	3	26	2942		C
A-1	3	27	2544		C

TABLE 13 Continued  
 MOORING SURVEY

<u>MOORINGS<sup>1</sup></u> <u>AREA</u>	<u>LOCATION</u>	<u>NUMBER</u>	<u>WEIGHT (lbs.)</u>	<u>MATERIAL</u>	
				<u>STEEL</u>	<u>CONCRETE</u>
A-1	4	1	2500-3000		C
A-1	4	2	2500-3000		C
A-1	4	3	2500-3000		C
A-1	4	4	2500-3000		C
A-1	4	5	2500-3000		C
A-1	4	6	2500-3000		C
A-1	4	7	2500-3000		C
A-1	4	8	2500-3000		C
A-1	4	9	2500-3000		C
A-1	4	10	2500-3000		C
A-1	4	11	2500-3000		C
A-1	4	12	2500-3000		C
A-1	4	13	2500-3000		C
A-1	4	14	2500-3000		C
A-1	4	15	2500-3000		C
A-1	4	16	2500-3000		C
A-1	4	17	2500-3000		C
A-1	4	18	2500-3000		C
A-1	4	19	2500-3000		C
A-1	4	20	2500-3000		C
A-1	4	21	2500-3000		C
A-1	4	22	2500-3000		C
A-1	4	23	2500-3000		C
A-1	4	24	2500-3000		C
A-1	4	25	2500-3000		C
A-1	4	26	2500-3000		C
A-1	5	1	NA	NA	NA
A-2	0	0	2710		C
A-2	0	0	500	S	
A-2	0	0	2650		C
A-2	0	0	2400		C
A-2	0	01	3332		C
A-2	0	02	500	S	
A-2	0	03	2950		C
A-2	0	04	3082		C
A-2	0	05	2950		C
A-2	0	06	2150		C
A-2	0	07	2587		C
A-2	0	11	2500		C
A-2	0	12	2833		C
A-2	0	13	3678		C
A-2	0	14	3500		C
A-2	0	15	3788		C
A-2	0	16	3720		C
A-2	0	18	3650		C
A-2	0	19	3450		C
A-2	0	21	3744		C
A-2	0	22	700	S	
A-2	00	02	3546		C
A-2	00	24	2250		C
A-2	00	25	2217		C
A-2	00	26	2100		C
A-2	00	27	2700		C
A-2	00	28	2650		C
A-2	00	29	2950		C
A-2	00	30	2650		C

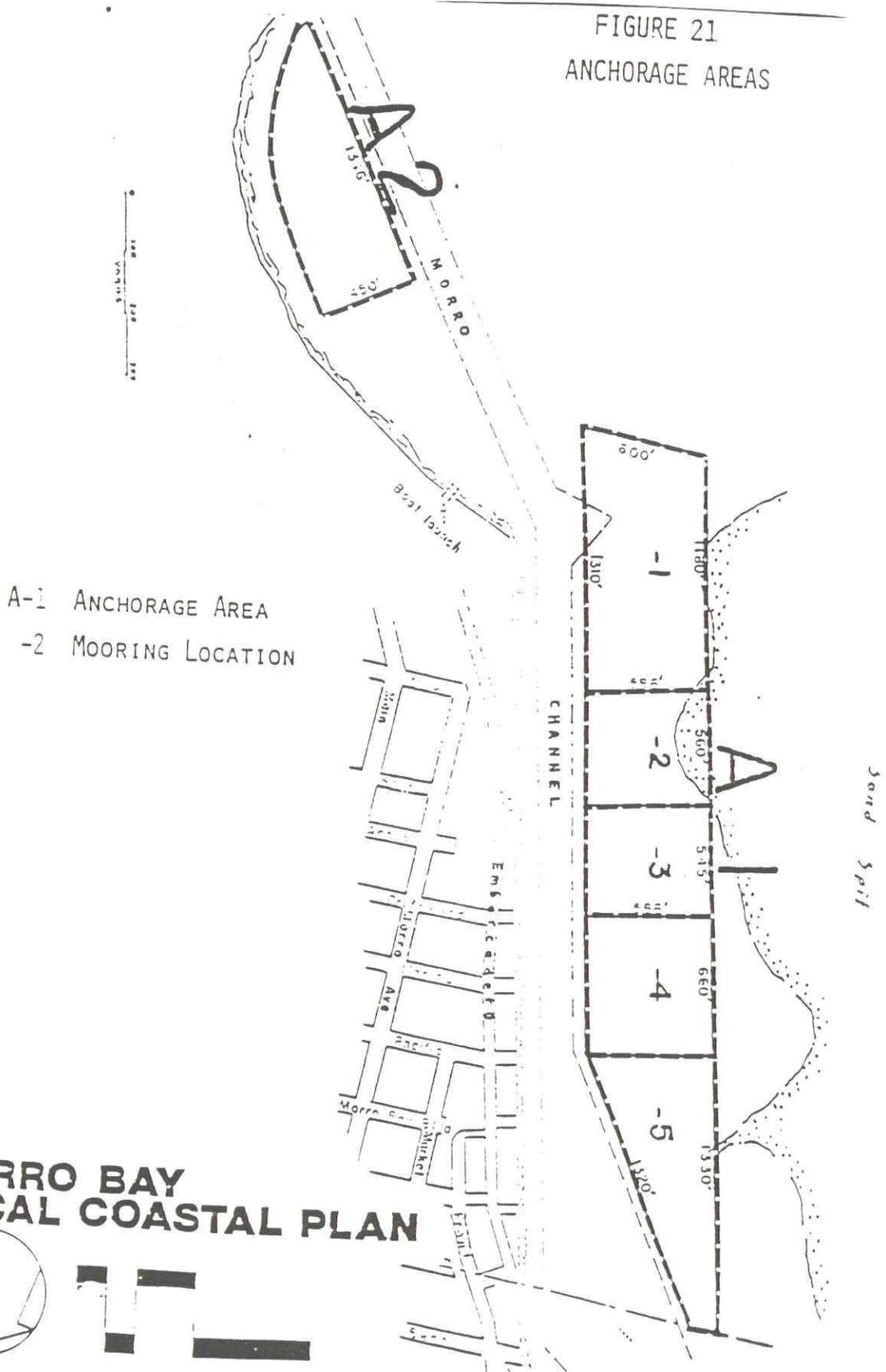
TABLE 13 Continued  
 MOORING SURVEY

<u>MOORINGS<sup>1</sup></u> <u>AREA</u>	<u>LOCATION</u>	<u>NUMBER</u>	<u>WEIGHT (lbs.)</u>	<u>MATERIAL</u>	
				<u>STEEL</u>	<u>CONCRETE</u>
A-2	00	31	2130		
A-2	00	31A	2100		C
A-2	00	32	3990		C
A-2	00	33	3150		C
A-2	00	34	2217		C
A-1	2		2956		C
A-1	2	2	3593		C
A-1	2	3	2956		C
A-1	2	4	2900		C
A-1	2	4A	2660		C
A-1	2	5	2673		C
A-1	2	6	3494		C
A-1	2	7	5000		C
A-1	2	8	2870		C
A-1	2	9	3503		C
A-1	2	10	3643		C
A-1	2	11	3736		C
A-1	2	12	2736		C

TOTAL MOORINGS: 128  
 TOTAL CONCRETE: 119  
 TOTAL STEEL: 8  
 TOTAL N/A: 1

<sup>1</sup>See Figure 21 for mooring locations (Anchorage Area) - The area refers to the area within the harbor. The location number refers to Area A-1 subareas as shown on the figure. The number is the mooring lease number.

FIGURE 21  
ANCHORAGE AREAS



**MORRO BAY  
LOCAL COASTAL PLAN**



TABLE 14

TOTAL FISH CATCH BY YEAR  
1951 THROUGH 1980

<u>YEAR</u>	<u>TOTAL FISH CATCH</u>
1951	6,670,153
1952	2,557,952
1953	1,686,071
1954	2,561,306
1955	5,528,199
1956	5,309,445
1957	6,218,706
1958	37,293,341
1959	9,564,673
1960	9,057,898
1961	8,926,126
1962	7,595,043
1963	7,543,096
1964	11,240,336
1965	8,391,738
1966	8,863,353
1967	7,281,440
1968	4,663,353
1969	3,258,864
1970	6,834,947
1971	4,760,027
1972	6,333,601
1973	5,588,747
1974	4,788,657
1975	5,838,457
1976	Data not available
1977	Data not available
1978	5,696,387
1979	6,491,660
1980	6,411,686

SOURCE: State Department of Fish and Game, 1980

#### 4. Commercial Fishing Issues

Many factors affecting the commercial fishing industry today include:

- (1) Market conditions;
- (2) Technology;
- (3) Availability of facilities; and
- (4) Socio-economic factors.

Evaluation of landing (or fish catch) trends for the 13 major commercial species indicate that most fisheries are continuing to show a decrease. Considering that many prices have more than doubled since the early 1970's, the catch value may have increased even if the total landing has declined. Any new types of catches (different fish species) or increases in the number of full or part-time boats would increase the total catch value.

With the increase in beef prices, Americans consumption of fish has increased. The bulk of the traditional fisheries, including cod, haddock, many flat fish, shrimp or lobster are at or near their maximum sustained yield. In many instances, including the American lobster, abalone, anchovy and sardine, there has been a marked decline of the catches in traditional fishing grounds. In an effort to maintain maximum safe yields for many of the fisheries, the Federal Fishery Conservation Act was passed resulting in the Fisheries Management Plan.

Another limitation facing the fishing industry is the public's general preference for traditional species. Many fish with viable overseas markets are not yet acceptable to the American public. Another concern is the ability of food processors to easily prepare the product. Many fish, abundant off the central coast, are not easily filleted (cut into fish steaks) and, therefore, are dumped overboard.

Fish catches unloaded at Morro Bay are either processed by the fish buyers and sold locally to markets and restaurants or to wholesale markets in the Los Angeles and San Francisco Bay areas. Fish may be filleted here or sent out whole. Albacore is usually shipped to San Pedro for canning.

A future concern to the commercial fishing industry is the proposed plans by the U.S. Department of the Interior to lease thousands of acres of the Outer Continental Shelf (3+ miles from shore) for offshore oil and gas development. The primary concerns include the potential reduction in fishing grounds or obstruction to fishing areas, compensation for fouled or ruined equipment due to location of rigs, oil and tar, etc., and the increased probability of an oil spill that could have both short-term and long-term adverse effects on the commercial fisheries.

#### 5. City Harbor Policies

Since the incorporation of Morro Bay, the City has struggled with defining what the ultimate goal of the harbor and associated tidelands should be

The City's responsibility for harbor development stems in part from its State Tidelands Grant. The State originally granted tide and submerged lands in trust to San Luis Obispo County. The City succeeded to such interest by virtue of its incorporation in 1964. The granting statute, Chapter 1076, Statutes of 1947, provided that the County and its successors use the

lands for the establishment, improvement and conduct of a harbor and for the construction, maintenance and operation thereon of wharves, docks, piers, slips, quays and other facilities necessary or convenient for the promotion and accommodation of commerce and navigation at the harbor.

An amendment, Chapter 70, Statutes of 1960, provided that in addition to the original purposes, the lands could be used for recreation, public park, parking, highway, playground and incidental business. If the lands were not used for such additional purposes within ten years of the effective date then the authorization to use the lands for such additional purposes would automatically terminate.

Following a report from the City, the State Lands Commission found in October 1974 that the lands had been improved for the additional purposes required under the 1970 grant amendment.

Business uses incidental to trust purposes are not precluded by the granting statute and may, in appropriate locations, contribute to the use of the lands for trust purposes.

The State patent did not nor could it convey submerged lands. Portions of the patented areas contain submerged lands with title remaining with the State. Although tidelands are held in private fee ownership they remain subject to trust easements. The buyer of the land received the title to the soil subject to an easement for public trust purposes.

Since incorporation, the City has prepared plans for harbor development, once in 1966 and again in 1971. These plans proposed major marina expansion within the harbor, on a scale inconsistent with protection of coastal resources. The latest plan, proposed in 1971, set as a major objective a minimum of 1,509 boat slips in the harbor.

Recently, the City has taken steps to ensure the priority of commercial fishing within the Morro Bay Harbor while still providing for recreational boating. With a demand greater than the City-owned slips could provide, it was necessary to establish priority for commercial fishing craft use of these slips and for the slip's waiting list. Vessels of a commercial nature refer to boats which have a current Department of Fish and Game commercial fishing license and whose owner or operator holds a commercial fishing license which within the calendar year has been actively used for commercial fishing activities. In order to be consistent with Coastal Act policies, it is necessary that private slip development within the harbor also give priority to commercial fishing, balanced with the needs of recreational boating.

#### D. COMMERCIAL FISHING AND RECREATIONAL BOATING POLICIES

Policy 7.01 New commercial fishing facilities shall be located in the northern portion of the Bay north of Beach Street. New recreational boating facilities shall be located south of Beach Street. Commercial fishing shall be accommodated as long as facilities and space allow, consistent with providing for other coastal-dependent uses. New development must be found consistent with Section 30236 and other resource protection policies contained in the LUP and Chapter 3 policies in the coastal Act.

Policy 7.02 Prior to allowing any further development in the designated Morro Bay Harbor and navigable ways portions of the City, the City shall either prepare a

wetlands/estuarine map if funding permits, or adopt the National Wetland Inventory by U.S. Fish and Wildlife Service dated 1979 as mapping illustration of the wetland areas contained within City boundaries. Development proposed adjacent to defined wetland areas shall be subject to policy standards for development.

Policy 7.02A If the City develops and adopts a revised Harbor Development Plan, it shall include the following standards for review:

- (1) provision of mapped wetlands and estuarine portions of the bay (as set forth through implementation of new policy on adopting U.S. Fish and Wildlife Map);
- (2) identification of land water uses;
- (3) quantitative and qualitative biological inventories, identification of the impacts of land and water development on habitat areas and the marine environment, a delineation of existing water quality, and methods to minimize and mitigate any substantial adverse impacts on areas of the bay defined as sensitive habitat and corresponding buffer zones;
- (4) inclusion of all LUP harbor development policies;
- (5) provision for adequate public hearings and public participation in harbor planning and development decisions.

If such a revised Harbor Development Plan is adopted, it shall contain information in sufficient detail to allow the Coastal Commission to determine its adequacy, conformity and consistency with the applicable policies of the coastal Act. Upon Coastal commission certification, the Harbor Development Plan may be incorporated in the Morro Bay Local Coastal Program.

Policy 7.02B In the event that a port authority is created subject to Chapter 8 of the Coastal Act, it may develop a port master plan. The port master plan shall contain information in sufficient detail to allow the Coastal Commission to determine its adequacy conformity and consistency with applicable policies in the Coastal Act.

Policy 7.03 Prior to approving new developments within the bay or harbor, findings shall be made which demonstrate that as approved, the new development does not cause adverse impacts on the sensitive habitat portions of the Bay, and that adequate public services exist to support the proposed use. It must be found that new development is consistent with policies contained in the LUP and Chapter 3 Coastal Act policies. The following standards at a minimum shall be applied in project review:

- (1) New development shall not encroach within any defined wetland or estuarine areas as mapped by U.S. Fish and Wildlife, nor shall it encroach within the protective buffer zones of these areas.
- (2) Prior to City hearings or action, Development Plans or applications shall be submitted for review and comment by U.S. Fish and Wildlife and the California Department of Fish and Game.
- (3) New development shall contain adequate safety and navigational standards to ensure compatibility with existing uses within the bay and harbor areas.
- (4) New development is allocated sufficient public services (water, sewer and roads) in accordance with the water priority allocation system established in Policy 3.02.

Policy 7.04 There is an established need to reorganize the existing harbor mooring configuration to reduce hazards to moored boats and to compensate for the lack of slip facilities. Accordingly, the City may pursue the development of floating docks for the purpose of loading and unloading boats on moorings, subject to all Coastal Development Permit procedures. The floating docks would be approximately 10 x 50 feet; anchored to existing moorings. The number of floating docks would be determined by need and by funding availability. The placement of the floating docks shall be in water areas that do not encroach into wetlands or buffer areas surrounding defined wetlands in the Bay. The City shall find that the increase in docking facilities is consistent with the resource and water quality protection policies contained in the LUP and Chapter 3 of the Coastal Act.

Policy 7.05 "Vessels of a commercial nature" shall mean vessels for which the State of California, Department of Fish and Game has issued a current commercial fishing license, and whose owner or operator holds a current commercial fishing license, and which within the current calendar year has been actively used for commercial fishing activities. Such use shall be evidenced by proof that the vessel has grossed a minimum \$5,000 during the calendar year or that the vessel has fished at least 60 days during the calendar year. Gross earnings or fish sales shall be evidenced by State of California, Department of Fish and Game commercial fish receipts of other west coast states. This definition shall be used to identify commercial fishing vessels for priority for coastal-dependent facilities.

Area 5 - Morro Rock

Policy 7.06 A precise development plan for the area located in the Coleman-Den Dulk area shown on Figure 9 and designated "Morro Rock Precise Development Plan Area" shall be prepared by the City. The City may request the assistance of the State Coastal Conservancy or another appropriate State agency to help prepare such a plan, and such a development plan is a priority improvement project for public funding. The precise development plan would include, but not be limited to the following standards and procedures:

- (a) Determine the commercial fishing and coastal-dependent needs and examine the feasibility of accommodating said needs for major waterfront improvements on the Den Dulk and Coleman Park properties including boat launching ways, moveable ways, wharfsides, hoists and dry dock storage. All such uses shall be low scale and out of the viewshed from the Embarcadero to Morro Rock and the Pacific Ocean. Landside development shall be kept to a minimum and shall not include principal structures.
- (b) Development of a detailed waterfront improvement plan which provides priority for commercial fishing, boating and other coastal-dependent uses. The location of such uses shall not conflict with the visual resources of Morro Rock. The plan shall include height and bulk restriction standards and maximum public access standards.
- (c) Develop and implement a plan for on-site dune stabilization; said plan shall receive review and comment by the Department of Fish and Game prior to its implementation.
- (d) Provide for public parking in appropriate locations outside of viewsheds, and provide for landscaping, park improvements and adequate setbacks and buffer areas.
- (e) Develop a cost-benefit study and funding program for improvements.
- (f) Develop as part of the overall development plan an evaluation for proposed water use, historic water use of commercial fishing and the project's relation to overall water management in Morro Bay. Water consumption shall be consistent with the water management policies included in the LUP.

#### Area 6- Bayfront

- Policy 7.06A The Embarcadero between Beach Street on the north, Main Street on the east, Olive Street on the south and the waterfront area on the west shall be considered mixed commercial fishing and visitor-serving recreational area. Public access and recreational opportunities shall be maximized along the waterfront consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resources area from overuse. Public access from the nearest public roadway to the shoreline and along the bayfront shall be provided in new development projects subject to the limitations set forth in Coastal Act Sections 30210, 30212, 30212.5 and 30214.
- Policy 7.07 As part of the Urban Waterfront Restoration Plan conceptually approved in part by the Coastal Commission, the City shall construct improvements along the Embarcadero consistent with protection and preservation of public trust

lands in the following manner at the specified locations, as appropriate funding becomes available.

- (a) Completion of the restoration of the southern T-pier, with use limited to public access/fishing and commercial fishing boats and vessels operated by the City, the U.S. Government and the State of California. Non-commercial fishing boats shall be allowed space during emergencies. South of Beach Street along the bayfront, the City may construct additional boat slips for recreational boating use;
- (b) Improvements to and in the vicinity of the Tidelands Park boat launch ramp at the end of the Embarcadero for recreational boat use;
- (c) Recreational boat tie-ups along portions of the Tidelands Park revetment as phase two of that project;
- (d) Observation or fishing docks at appropriate street-ends. Day-use floating dock and 50' x 56' deck at the end of Morro Bay Boulevard/Front Street;
- (e) Improved public parking in the Embarcadero area; specifically, acquire parking lot on east side of Embarcadero in the central Embarcadero area, improve publicly owned property at southerly and northerly section of Embarcadero as parking facilities.
- (f) Pedestrian seating and conveniences at all street-ends where needed in the Embarcadero area;
- (g) Pocket Park and public transportation loading area at the southeast intersection of Front Street and the Embarcadero;
- (h) Other appropriate access-related uses not involving major structures.
- (i) Improved traffic circulation in the Embarcadero area; specifically, Embarcadero Drive shall be terminated just north of Tidelands Park and Morro Avenue shall be extended through to Tidelands Park.

Prior to implementation of any of the above improvements, the city shall analyze the environmental impacts associated with the projects formulated, and propose suitable mitigation measures for any identified adverse impacts on sensitive habitats and water quality in Morro Bay. If adverse impacts cannot be adequately mitigated the proposed improvements shall not occur.

Policy 7.08 The State Coastal Conservancy is assisting the City in developing a project design and obtaining implementing funding for the Tidelands Park. The City shall continue to seek improvement of the tidelands Park with Conservancy

guidance and assistance. As funding sources are identified and/or made available, the city shall develop a precise development plan for Tidelands Park which includes the following:

- (a) Development of vehicle access in and out of the Park pursuant to Policy 7.07(i) and as determined by the precise development plan;
- (b) Reconstruction of existing stairway at Olive Street;
- (c) Landscaping and parking lot improvement as specified by the precise development plan;
- (d) Development of waterfront improvements, such as side-ties, fishing and observation decks, as specified by the precise development plan;
- (e) Reconstruction of the launch ramp and boat/trailer parking;
- (f) Relocation and reconstruction of the public restroom and fish cleaning station.

#### Area 7 - Central Morro Bay

Policy 7.09 The City shall designate recreational boating and fishing uses as priority uses for the portion of the planning area west of Main Street and south of the Acacia Street intersection. Existing coastal-dependent uses shall be protected when approving new development.

#### Area 9 - Harbor and Navigable Ways

Policy 7.10 The City shall designate the harbor entrance, the harbor area and the navigable ways to and including the Midway Marina as harbor and navigable ways land use. The City shall find allowable uses consistent with Section 30233 of the Coastal Act and with wetland preservation policies contained in the LUP. Development shall not cause further degradation of the Morro Bay estuarine and wetland habitat. Midway Marina shall not be expanded beyond its existing boundaries or shall the amount of open water area within the marina configuration be expanded. Land areas on the north and east borders of the marina shall be reserved for coastal-dependent support facilities which shall not be located within 100 feet of existing wetland habitat.

Policy 7.11 The City shall work with the County of San Luis Obispo, the U.S. Army Corps of Engineers, and all other interested agencies in order to insure that the existing channel between the Midway marina and the main channel of Morro Bay is marked and remains open, and is maintained in a condition allowing free passage of recreational boats. The width and depth of the channel shall be as provided in the Harbor Master Plan. The maintenance of the channels shall include mitigation measures to prevent potential damage to benthic organisms including mollusks and eelgrass beds.

- Policy 7.12 As a condition of approval of any permit for development within the Midway Marina, the City shall require that the State Department of Parks and Recreation include the Midway marina in its Morro Bay State Park Master Plan. The Marina shall be designated for coastal-dependent and coastal-related uses limited to recreational boat dockage and support services.
- Policy 7.13 The City shall request the U.S. Army Corps of Engineers to fund and/or construct the necessary repairs of the rock revetment required prior to tidelands Park water front improvements.
- Policy 7.14 Consistent with the coastal Commission conceptual approval of the Urban Waterfront Restoration Plan, the City shall reconstruct the south Embarcadero T-Pier for commercial fishing operations and recreational fishing from the pier.
- Policy 7.15 Approximately 50 feet north of the existing Beach Street Docks (and south of the South City T-Pier), the City may construct a floating dock consistent with Coastal Development Permit No. 427-33.
- Policy 7.16 In conjunction with the provisions of Policy 7.06, the City shall request from the State Coastal Conservancy or other appropriate state agency the funds to provide commercial fishing dockage and other harbor-related improvements as defined in the precise development plan for the Den Dulk-Coleman properties. An environmental and economic feasibility analysis will be required prior to Coastal conservancy funding.
- Policy 7.17 The City shall request the U.S. Army corps of engineers to repair the Coleman Drive rock revetment consistent with the recommendations of the precise development plan under Policy 7.06.