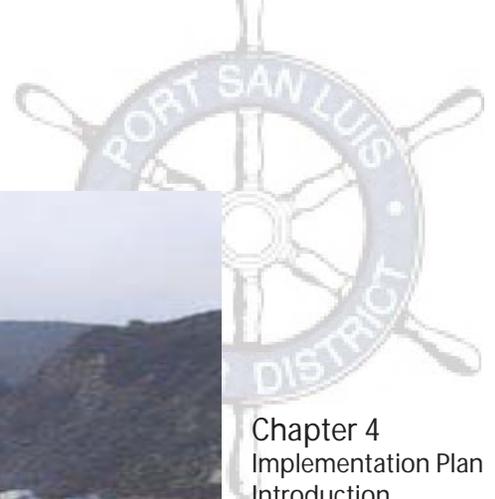


Chapter 4

Improvements & Implementation

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Chapter 4 Improvements & Implementation

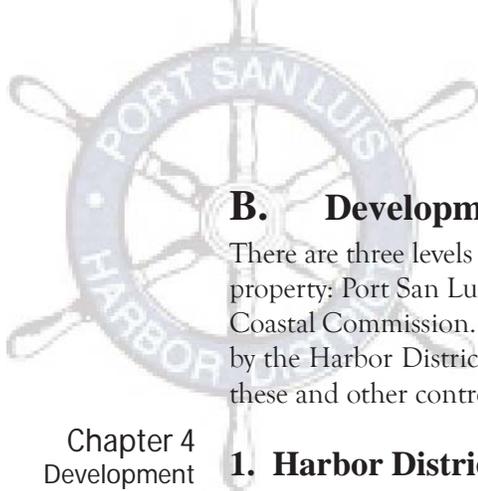
A. Introduction

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

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

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

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



B. Development Review and Approval Process

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

Chapter 4 Development Approval Process

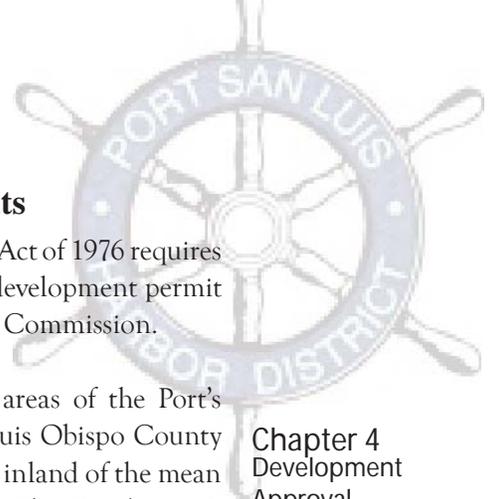
1. Harbor District Permits

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

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

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

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



2. San Luis Obispo County and Coastal Commission Permits

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

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

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

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

Summary of Permit Approval Requirements

County of San Luis Obispo

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

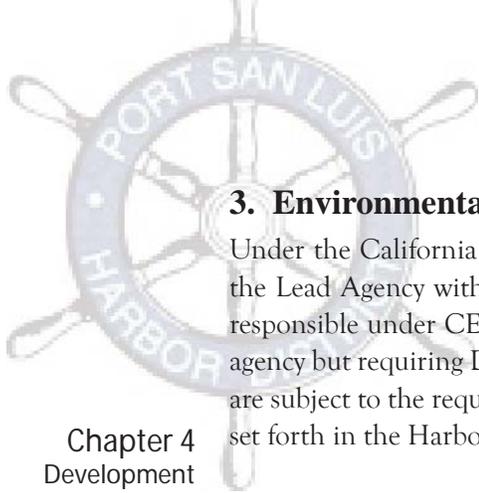
- Must obtain any District Permits required by the Harbor District Code of Ordinances; and,
- Must be authorized by a Coastal Development Permit issued by San Luis Obispo County, and, if required must obtain a business license from the County; and,
- Are subject to all applicable Development Standards,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

Coastal Commission

Any development proposed seaward of the mean high tide line:

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

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



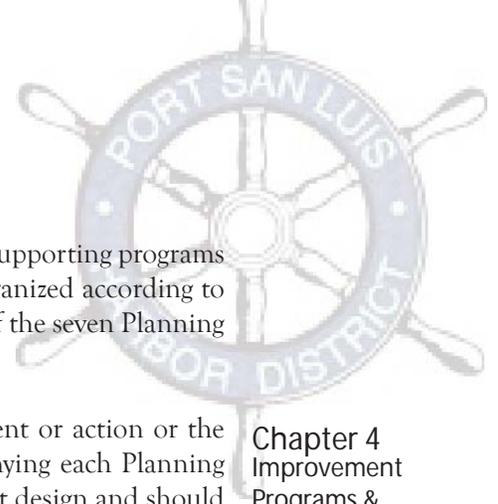
3. Environmental Review

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

Chapter 4
Development
Approval
Process



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



C. Improvement Programs & Projects

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

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

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

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

Design Guidelines

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

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

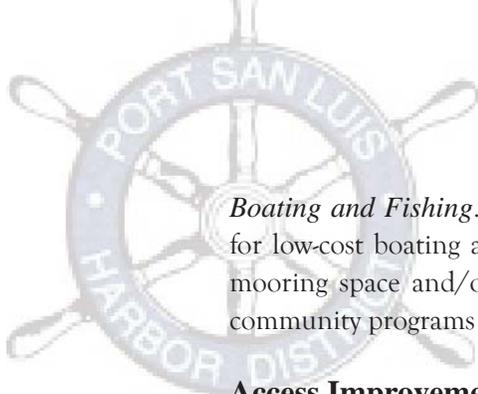
1. Districtwide

The following Programs are recommended Districtwide:

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

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

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



Chapter 4
Improvement
Programs &
Projects

Boating and Fishing. Port San Luis Harbor District and operators shall explore opportunities for low-cost boating and fishing programs. This may include, but is not limited to, providing mooring space and/or use of harbor facilities to non-profit groups, educational groups, and community programs at reduced rates when possible.

Access Improvements—Supporting Programs:

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

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

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

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

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

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

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

2. Open Water Planning Sub-Area

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

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



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

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

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

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

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

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

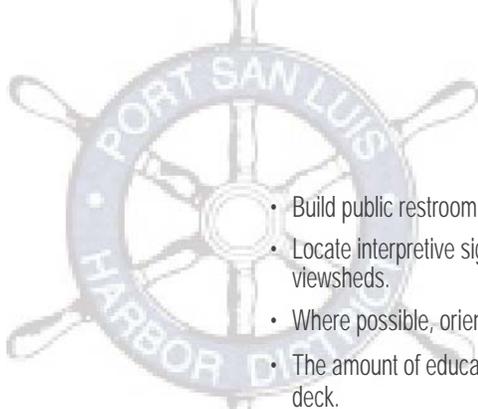
Pier-wide

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

Pier Stem

Design Guidelines for the Harford Pier Stem

- Pod 1 is the first impression visitors have of Harford Pier. Although boating and fishing activities are an attraction, the appearance of this area is especially important to consider the design of new improvements.
- Before the addition or expansion of structures at Pod 1, perform a pier structural study to ensure that the pier can accommodate increased building loads.



- Build public restroom facilities to withstand high traffic and the harsh marine environment conditions.
- Locate interpretive signage and exhibits where they will not conflict with pedestrian circulation, fishing activities, or viewsheds.
- Where possible, orient interpretive signage and exhibits vertically to limit surface area exposed to bird droppings.
- The amount of educational or interpretive exhibits should be added with caution so as not to clutter the viewshed or deck.

Chapter 4 Improvement Programs & Projects

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

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

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

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

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

Design Guidelines for Boat Landing

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

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

Pier Terminus - Outside Warehouse Canopy

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

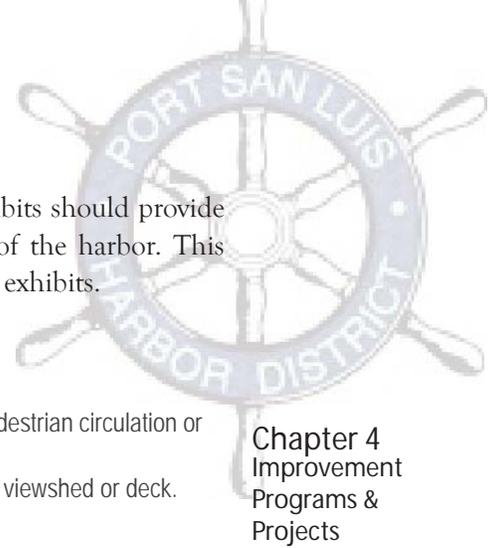
Parking Area. Provide bike racks to encourage bike transportation for visitors and employees.

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

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

Design Guidelines for Skiff Racks

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



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

Design Guidelines for the Interpretive Exhibits

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

Pier Terminus - Under Warehouse Canopy

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

Rehabilitate Canopy. Rehabilitate canopy structure, including existing timber, columns, and seismic upgrades.

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

Design Guidelines for the Area under the Warehouse Canopy

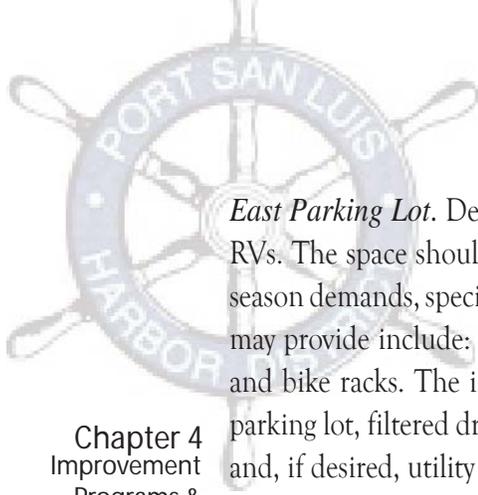
- Renovations and additions should respect the 30-foot setback from the end of the Pier.

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

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

Area-wide Design Guidelines for Harford Landing

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



Chapter 4 Improvement Programs & Projects

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

Design Guidelines for the East Parking Lot

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

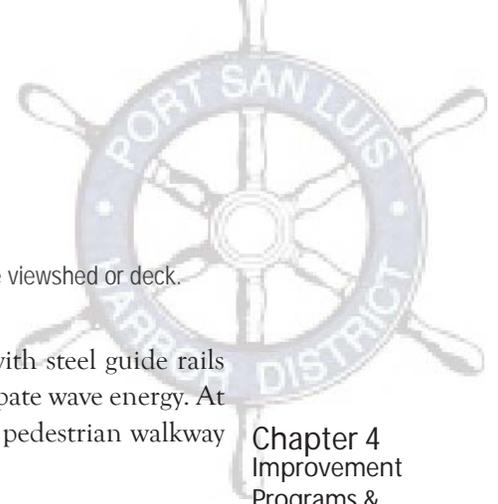
Boat Wash Down Area. Incorporate a filtered drainage system in this area. Consider adding a wastewater dump station for boaters nearby. These improvements will help maintain water quality by filtering water used to wash down boats. The improvements would include removing asphalt to install an oil /water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

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

Design Guidelines for the Waterfront Pedestrian Path

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

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



Design Guidelines for the Interpretive Exhibits

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

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

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

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

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

Design Guidelines for Trolley Stops / Bus Drop-off

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

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

Design Guidelines for Bike Racks

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

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

Design Guidelines for the Central Pedestrian Path

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



Chapter 4 Improvement Programs & Projects

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

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

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

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

Design Guidelines for the Jetty

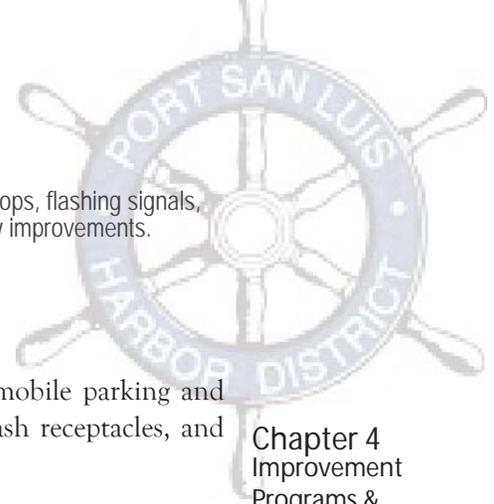
- Provide an area for dredging equipment access.
- Design the Public art/visual icon feature tall enough to be seen from Avila Beach Drive, the pier, and Harford Landing.
- Design improvements to be low maintenance, withstand wave forces during storms and be resistant to the marine environment.
- Incorporate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

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

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

Area-wide Design Guidelines: Beach and Bluffs

- Plan and coordinate development of this area with development of visitor facilities on Harbor Terrace.
- Design all improvements to withstand the marine environment.
- Design improvements to minimize erosion and protect the integrity of the road.
- Incorporate shoreline protection measures to protect improvements and the access road.
- If fencing is needed for safety or to delineate areas at either overlook, it should be compatible with the maritime character of the Port and have minimal view obstruction.
- Incorporate handicap amenities at both overlooks.
- When landscaping is used it should be native, durable, compatible with marine climate, and control soil erosion.
- Take into consideration wave and erosion action and type of improvements to insure limited maintenance due to wave damage.



- Include safe connections to other Port facilities with walkways, crosswalks, trolley stops, flashing signals, or other appropriate methods. Plan connections to logically link with planned County improvements.
- Incorporate modest amenities such as benches, trash containers, and picnic tables.
- Limit conflicts between pedestrians and vehicles.

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

Design Guidelines for Nobi Point

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

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

Design Guidelines for the Woodyard

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

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

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

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

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

Sub-Area-wide Design Guidelines

- Construct buildings and other structures with quality design and materials that are compatible with the waterfront character of Port San Luis.
- Use primarily native and other appropriate coastal vegetation for landscaping.
- Revegetate hillsides with fire-resistant, slope stabilizing plants.



Chapter 4 Improvement Programs & Projects

- Identify pedestrian areas with special treatment to avoid pedestrian and vehicle conflicts and encourage pedestrian activity.
- Screen storage, dumpster, and service areas from public view with a combination of fencing, walls, roof structure, and landscaping.
- Site structures, uses, utilities, and roads to reduce visual impacts.
- Minimize visual impacts of new buildings by allowing uses to be divided into smaller components on the site and by incorporating variation in wall plane, wall height, and roof forms.
- Strategically site harbor uses to avoid potential negative impacts to visitor uses.
- Use permeable surfaces to reduce off-site drainage flows wherever possible.
- Consider views to the site from public roads and offshore areas.
- Site harbor uses with sensitivity to visitor views from upper terraces to lower areas.
- Limit amount of impervious surfaces to reduce run-off to the bay.
- Incorporate innovative conservation and sustainable design techniques.
- Accommodate affordable and environmentally sensitive overnight facilities.
- Use latest lighting technology to decrease brightness.
- Discourage the use of chain link fencing. If chain link fencing is necessary, incorporate design elements such as landscaping and wooden posts to make it more attractive.
- Site uses and structures with consideration to geologic conditions and soil stability.
- Integrate construction techniques to protect bluffs and hillside from slipping and erosion.
- Provide information on nature viewing opportunities.
- Provide designated areas for pets to avoid native habitat areas.

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

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

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

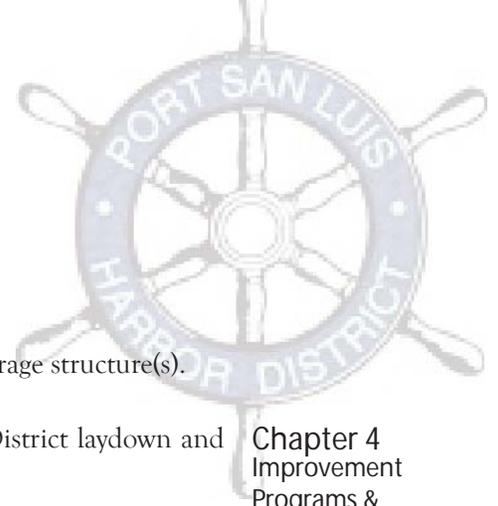
Roadwork. Improve the existing road network and provide a main site access drive.

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

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

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

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



Design Guidelines for Boat Trailer Storage

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

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

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

Design Guidelines for Gear Storage

- Provide a variety of gear storage space sizes ranging from 20 to 50 feet long.
- Establish boundaries in which gear may be stored.
- Locate storage structures and areas to avoid visual and noise impacts.
- Prohibit storage of other items in this area.

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

Design Guidelines for Harbor Office & Maintenance Complex

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

Chapter 4 Improvement Programs & Projects

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

7. Lightstation Planning Sub-Area (Figure 16)

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

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

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

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



Chapter 4
Improvement
Programs &
Projects

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

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

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

8. Avila Beach, Pier & Parking Lot Planning Sub-Area (Figures 17 & 18)

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

Avila Beach

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

Avila Pier

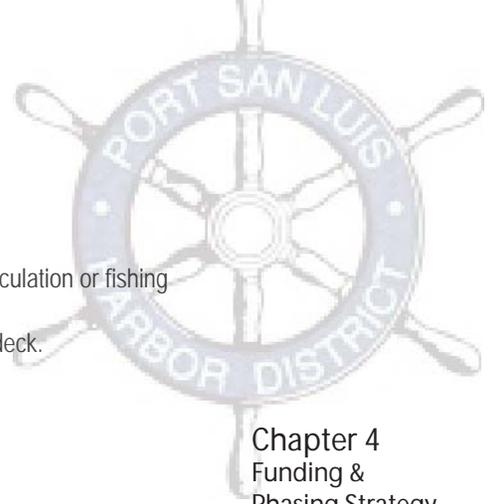
Avila Pier Design Guidelines

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

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

Pier Terminus

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



Design Guidelines for the Interpretive Exhibits

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

Skiff Racks. Construct skiff racks to facilitate boating access.

Design Guidelines for Skiff Racks

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

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

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

Avila Beach Parking Lot

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

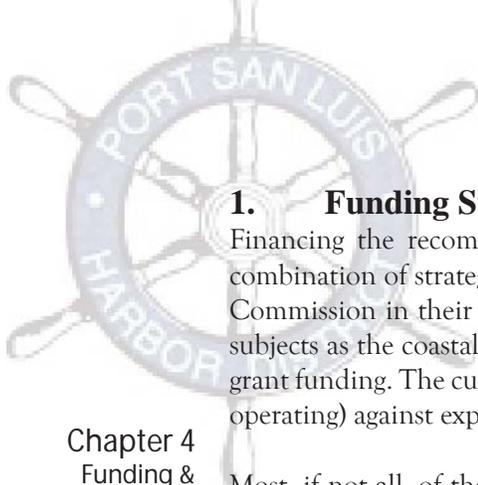
Opportunity Site. Reserve First Street frontage to a depth of 50 feet behind the sidewalk for accommodation of new lease space opportunities.

Design Guidelines for Opportunity Site

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

D. Implementation Plan

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



Chapter 4
Funding &
Phasing Strategy

1. Funding Strategy

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

Most, if not all, of the capital improvements are budgeted from loans and grants. Some capital improvements have been funded with capital reserves. Many major components of the Master Plan can be implemented only through additional private investment and fiscally responsible and innovative use of District property. In fiscal year 2002/03, the Harbor District budgeted over \$1.0 million in capital outlay items.

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

2. Identified Potential Funding Sources

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

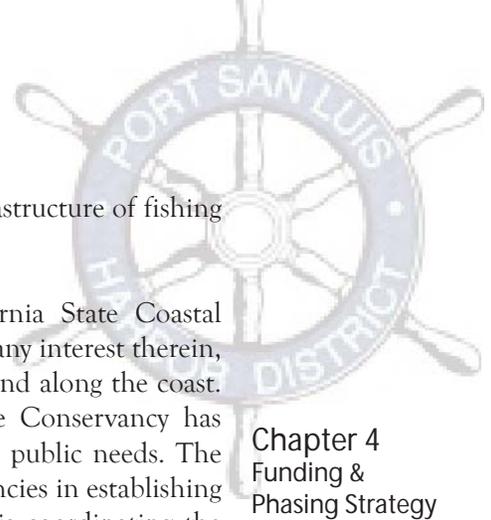
▪ CA Department of Boating and Waterways (DBW)

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

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

▪ State Coastal Conservancy

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



when appropriated to the conservancy, for the improvement of the infrastructure of fishing harbors on public trust lands.

Coastal Access Projects /Coastal Trail Projects (PA). The California State Coastal Conservancy may award grants to any public agency to acquire land, or any interest therein, or to develop, operate, or manage lands for public access purposes to and along the coast. However, no grants may be awarded to any local agency unless the Conservancy has first determined that the subject access way will serve more than local public needs. The conservancy may provide such assistance as is required to aid public agencies in establishing a system of public coastal access ways. In addition, the Conservancy is coordinating the development of the California Coastal Trail. Consistent with the Conservancy’s authority to develop a system of public access ways to, and along, the state’s coastline, the Conservancy may award grants and provide assistance to public agencies to establish and expand the coastal trail.

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

- **Coastal Commission**

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

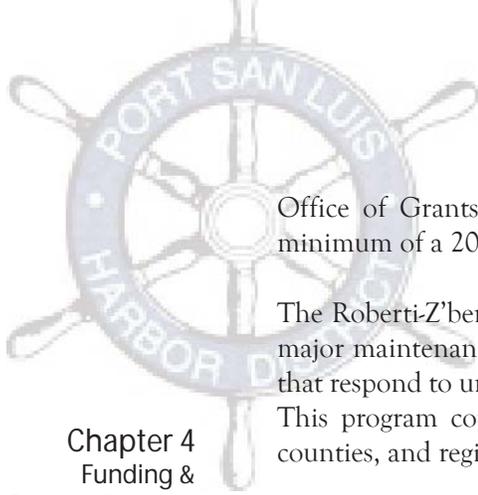
- **State Water Resources Control Board (SWRCB)**

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

- **CA State Parks**

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

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



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Office of Grants and Local Services administer non-motorized project applications. At minimum of a 20% match is required for these funds.

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

- **Wildlife Conservation Board (WCB)**

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

- **Council of Governments (SLOCOG)**

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

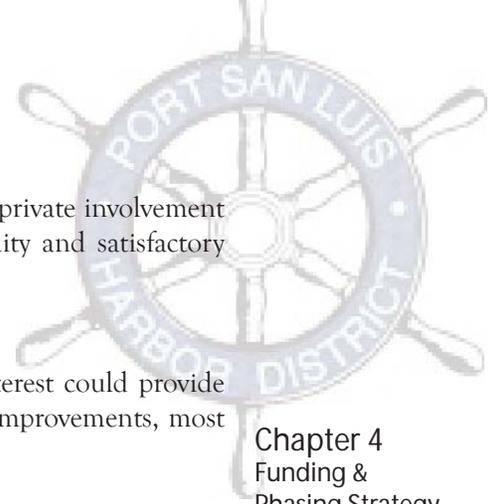
Transportation Enhancement Activities (TEA). The federal government provides monies to the State of California for the purpose of enhancing the efficiency of surface transportation, including motor vehicles, pedestrian, bicycle, and other forms of transportation. TEA monies are allocated by the state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

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

3. Other Potential Funding Sources

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

Public and private partnerships, where the Harbor District and a private developer share costs and financing, construction responsibilities, and project administration, may be



appropriate for some Port developments. A combination of public and private involvement will represent the public interests while maintaining focus on feasibility and satisfactory revenue generation.

- **Under Used or Undeveloped Land**

The opportunity sites where the Port could stimulate development interest could provide additional long-term revenue sources that may be used to pay for site improvements, most notably Harbor Terrace and the Avila Beach parking lot.

- **Gifts and Endowments**

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

- **Volunteerism**

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

4. Implementation Program Matrix

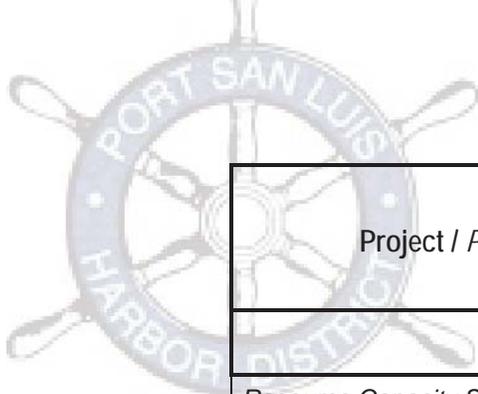
The following matrix provides an outline of physical improvements (**bold**) and recommended programs (*italic*). Physical improvements are paired with preliminary costs and potential funding sources. Due to the multiple benefits that many projects may have, the matrix includes additional prospective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

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

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

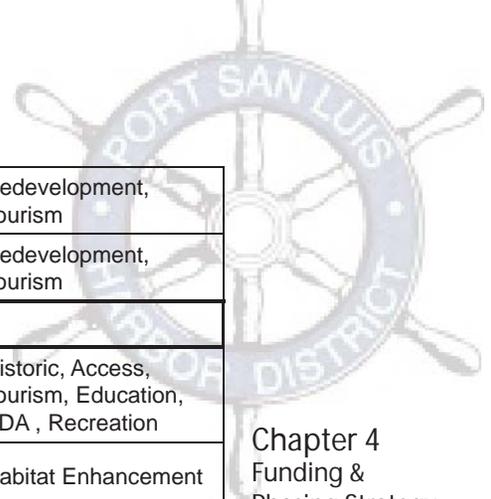
HD	Harbor District
PP	Public Private partnership
SCC	State Coastal Conservancy: Urban Waterfront (UW)
SCC	State Coastal Conservancy: Public Access (PA)
DBW	Department of Boating & Waterways
COG	San Luis Obispo Council of Governments
SWRCB	State Water Resources Control Board
WCB	Wildlife Conservation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

The Implementation Program Matrix begins on page 4-22.



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Project / Program	Est'd Cost (2003)	Potential Funding Sources	Potential Benefit Groups
Districtwide			
<i>Resource Capacity Study</i>	\$13,500	HD	N/A
<i>Permitting Boundary Adjustments</i>	\$5K	HD	N/A
<i>Ordinance Revisions</i>	\$7,500	HD	N/A
<i>Coordinate Access Improvement Efforts</i>	non-fiduciary	HD	N/A
<i>Support Alternative Transportation</i>	non-fiduciary	HD	N/A
<i>Support Trans. Mgmt. Programs</i>	non-fiduciary	HD	N/A
<i>Encourage Improved Connections</i>	non-fiduciary	HD	N/A
<i>Enhance Signage</i>	\$25K	HD; SCC UW/PA	N/A
<i>Conduct Parking Study</i>	\$16K	SCC UW/PA	N/A
<i>Implement Parking Program</i>	\$50K	HD; SCC UW/PA; COG	N/A
Open Water Area			
<i>Launch Shoaling Solution</i>		HD; DBW	Water Quality, Boaters, Education/ Research
Harford Pier Planning Sub-Area			
<i>Pier Wide Rehabilitation</i>	N/A	SCC UW/PA; DBW	All User groups
Pier Stem			
East Walkway	\$250K	SCC UW/PA	Access Enhancement, Historic, ADA
West Walkway (Expand Pier)	\$500K- \$1M	SCC UW/PA	Access, Historic, ADA
Pier Roadway	\$1M	HD	Access, ADA
Pod 1	varies	HD: PP	Economic Develop- ment, Tourism
Fixed Landing	\$250K	DBW; WCB	Tourism, Recreation
Skiff Tie-ups	\$45K	SCC UW/PA; DBW; WCB	Tourism, Recreation, Redevelopment
Pier Terminus			
Hoist #3 Area	varies	SCC UW/PA	Redevelopment, Access
Parking Area (bike racks)	\$1K	SCC UW/PA	Recreation, Transpor- tation Enhancement
Skiff Racks	\$30K	DBW; WCB	Tourism, Recreation, Redevelopment
Interpretive Exhibits	\$8K	SCC UW/PA; WCB	Historic, Access, Tourism, Education
Rehabilitate Canopy	\$650 K	SCC UW; DBW	Tourism; Rec; Redev



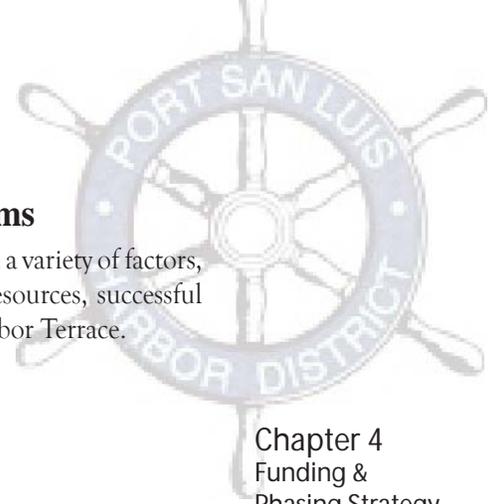
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Harbor Office Space	varies	HD; PP	Redevelopment, Tourism
Opportunity Site Under Canopy	varies	HD; PP	Redevelopment, Tourism
Harford Landing Planning Sub-Area			
East Parking Lot	\$225K	HD; DBW; WCB	Historic, Access, Tourism, Education, ADA, Recreation
Boat Wash Down Area	\$60K	SWRCB	Habitat Enhancement
Waterfront Pedestrian Path	\$350K	SCC UW/PA; WCB; PP	ADA, Tourism, Access
Interpretive Exhibits	\$30K	SCC UW/PA; WCB; PP	Historic, Access, Tourism, Education
Skiff Storage	\$30K	HD; WCB	Access, Tourism, Recreation, Redevelopment
Mobile Boat Hoist	\$1.2M	DBW	Access, Recreation
Parsons Building	varies	HD; WCB; PP	Tourism, Recreation
Trolley Stop / Bus Drop-off	\$8K	COG	Access, Tourism, Recreation, ADA
Bike Storage	\$3K	COG	Access, Tourism, Recreation
Central Pedestrian Path	varies	SCC UW/PA; PP	Tourism, Recreation, ADA
Maintenance Complex	varies	HD; PP	Redevelopment, Access
Jetty	varies	HD	Access, Cultural
Scuba Diving /Kayak Staging Area	\$45K	DBW; SCC UW/PA	Tourism, Recreation, Marine Research
Parking Lot Elevation	\$269K	SWRCB	Water Quality, Access, ADA
Beach and Bluff Planning Sub-Area			
Nobi Point (Automobile Overlook)	\$90K	COG	Historic, Access, Tourism, Education, ADA
Woodyard (Pedestrian/Bike Overlook)	\$175K	SCC UW/PA	Historic, Access, Tourism, Education, ADA
Beach Stairways (3)	\$75K	SCC UW/PA	Access, Transportation Enhancement
Shoreline Connection	varies	County	Historic, Access, Tourism, Education
Harbor Terrace Planning Sub-Area			
Initiate Property Acquisition	\$20K	HD	
Water Tank Engineering Study	\$15K	DBW	
Infrastructure / Services	\$1.3M**	HD; PP; DBW	Tourism, Recreation, Redevelopment
Roadwork	varies	HD; PPP; DBW	



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Pedestrian Circulation/ Connection	County	COG; HD; WCB; PPP	Access, Tourism, Recreation, ADA
Park/ Open Space	varies	DPR; WCB; PP	Recreation, Tourism
Sustainable Demonstration Project	\$500K- \$1M	SCC UW/PA	Sustain Develop, Eco-Tourism, Recreation
Boat Trailer Parking	varies	DBW; WCB	Recreation, Tourism
Gear Storage	varies	DBW	Economic Development
District Laydown/Storage	varies	HD	
Harbor Offices	varies	HD	
**Includes 200,000 gallon water tank. Necessary size of water tank to be determined by engineering study.			
Lightstation Planning Sub-Area			
Parking and Staging	varies	SCC UW/PA; WCB; COG	Tourism, Recreation, Historic, Education
Lighthouse Pier	varies	SCC UW/PA; WCB	Historic, Access, Tourism, Education
Beach Trail / Stairway	varies	SCC UW/PA; WCB; Other	Tourism, Recreation, Historic, Education
<i>Lightstation Water Access Route</i>			
<i>Lightstation Connections</i>			
<i>Lightstation Education</i>			
Avila Beach Planning Sub-Area			
Beach Stairway	\$95K	SCC UW/PA	Tourism, Recreation, Redevelopment
Pier Terminus			
Interpretive Exhibits	\$8K	SCC UW/PA; WCB; DBW	Historic, Access, Tourism, Education
Skiff Racks	\$45K	HD; DBW; WCB	Tourism, Recreation, Redevelopment
Fixed Landing	\$110K	HD; WCB; SCC UW/PA; DBW	Tourism, Recreation, Econ. Development
Skiff Tie-ups	\$20K	HD; DBW; WCB	Tourism, Recreation, Redevelopment



E. Phasing Plan for Physical Improvements and Programs

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

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

Proposed Phasing Plan Ongoing

Physical Improvements

- Harford Pier Rehabilitation (HP)

Programs (Supporting Actions)

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

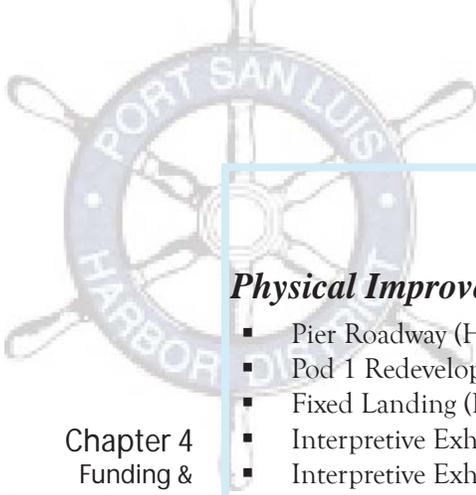
Short Term (0 - 2 years)

Physical Improvements

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

Programs (Supporting Actions)

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



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Medium Term (3 - 5 years)

Physical Improvements

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

Programs (Supporting Actions)

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

Medium to Long Term (6 - 10 years)

Physical Improvements

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

Programs (Supporting Actions)

- Lightstation Education (DW)