



STAFF REPORT

TO: Board of Commissioners
FROM: Andrea Lueker, Harbor Manager
DATE: July 23, 2019
SUBJECT: Ice Facility - Proposed Temporary Relocation

Recommendation / Proposed Motion

- Recommendation: Review the options for the Ice Facility relocation, the recommendation from the Property Committee, and provide direction to staff.

Staff recommends Option 1 which is placing a sea train type container temporarily at the end of the existing cold storage /harbor office building on the east side of Harford Pier, continue to work with representatives from the Commercial Fishing industry, and resubmit the grant request to the Central California Joint Cable Fisheries Liaison Committee for funding.

- Motion: Temporarily place the Ice Facility on Harford Pier in the location of _____, direct District staff to continue to work with representatives of the Commercial Fishing industry on the specific ice-making equipment/set-up, and direct District staff to resubmit the grant request to the Central California Joint Cable Fisheries Liaison Committee for funding.

District Major Objective/Goal

Objective #3 – Ensure efficient and effective facilities to deliver critical District Services.

Policy Implications

Port San Luis Harbor District – Port Master Plan

Fiscal Implications / Budget Status

Improvements to the Ice Facility may be granted funded.

Alternatives Considered

The following actions were considered but are not recommended at this time:

- None at this time.

Background

Port San Luis has ensured the provision of ice for commercial fishermen and lessees for many years. At one time, ice was provided in an icehouse facility built specifically for that purpose (now housing Wilcox Fisheries). That facility was originally installed to meet the needs of the commercial fishing industry in the late 1980s. With the decline of fish landings in the Port in the early 2000s, the icehouse was closed in 2008, at which time only 14% of the ice sold by the District at the icehouse was used by commercial fishermen. The District then purchased ice machines and entered into an operating agreement with an individual to operate the ice machines inside a District Facility. In addition, in 2017, Olde Port Fish Market had considered adding an ice machine to their footprint to provide for some of their ice needs, but that project was not pursued.

As the District moves forward with renovation/repair of the Harford Pier Terminus, a Request for Proposal (RFP) was advertised for a fish market to be relocated from the west side of the terminus to the east side (where the ice facility currently resides). Once the lease is awarded to the successful proposer, likely in July 2019, the District will need to relocate the ice machine operation.

Over the past several years, District Staff, Commissioners, and members of the Port San Luis Commercial Fisherman's Association have engaged in a number of discussions about the temporary relocation of the ice facility. In early March 2019, District Staff assembled a grant request (Attachment 1) to the Central California Joint Cable Fisheries Liaison Committee (CCJCFLC) for consideration of grant funds for an Ice Facility. The grant was considered, and District staff was asked to further discuss the specifics of the facility with some of the patrons/commercial fishermen to ensure the facility would meet the needs of the users. Once the conceptual plan was again reviewed by the users and the District had determined a location for the facility, the CCJCFLC would review the final plan and likely approve funds for a project similar to that which was submitted in March 2019.

The Property Committee discussed this project at their July 11, 2019, meeting and heard from members of the audience concerning the provision of ice. After a thorough discussion, the Property Committee agreed to recommend a facility at the end of the existing cold storage/harbor office building on the east side of Harford Pier. They were favorable of the use of a sea train(s) and discussed the stacking of sea trains or an enclosure on top of a single sea train to enclose the ice machines.

The plan forward was for District Staff to review the comments made at the meeting, meet with members of the Commercial Fishing organization and the operator of the current ice facility, and return to the July Board of Commissioners' meeting with some detail on the concepts.

Discussion

Indirectly related to this issue and discussed in previous Board meetings is the concept of a specific plan for the Harford Pier. The Port Master Plan has a general plan for all Port property including the Harford Pier, and the District continues to operate within the parameters of the designated uses in the Port Master Plan. Furthermore, in recent years, the Board of Commissioners have provided specific direction for the relocation of a fish

market, location of a sportfishing business, and the relocation of a restaurant on the pier terminus. However, beyond those actions, there remain many questions about what the specific plan is for Harford Pier, going forward. Over the upcoming year, District staff is hoping to engage in a specific plan process which would involve a process to determine the needs of the stakeholders, visitors, and public and from that, craft a specific plan that would guide the future redevelopment/development of the Harford Pier. This is important for the ice facility issue in that the location of this facility is on an interim basis and will likely be finally determined, as well as other uses, through a specific plan process.

In the grant request submitted and considered by the CCJCFCLC, District staff outlined an option for an ice facility that would be housed in an insulated sea train or insulated modular building located at the end of the existing cold storage/harbor office building on the east side of Harford Pier. Eventually, as the renovation of the Harford Pier continues, the ice facility will likely be relocated to the west side.

From discussions with the current operator of the ice facility, normal ice usage is approximately 2,000 lbs. per day and the existing equipment is generally able to keep up with that demand. There are times, such as the recent salmon season, where the current provision of ice was not sufficient, and ice was retrieved from other harbors. With more efficient ice machine(s) and the ability of more storage of ice, the ice operation should be able to more closely meet needs during peak times.

Option 1 is very similar to the proposal that was originally submitted to the CCJCFCLC for consideration. This option would allow for the District to move ahead in a relatively expeditious manner, temporarily placing a sea train at the end of the existing cold storage/harbor office building on the east side of Harford Pier.

Discussed at the Property Committee was to either house the ice machines inside a second sea train located on top of the single sea train that stores the totes of ice (which would significantly obstruct the observation ability from the 2nd floor Harbor Patrol Office) or construct a small enclosure on top of the single sea train. With further review and discussions with the ice facility operator and commercial fishermen, the construction of a small enclosure for the ice machines appears to be the better option and would also not obstruct the line of site from the second story Harbor Patrol Office.

The ice machines would sit on top of the sea train and likely have a shared chute that drops the ice into totes stored in the sea train. Depending on tote size and inside diameter of the sea train, three totes may be able to be filled at one time. District staff along with the above-mentioned individuals have looked at the provision of electricity, water, and location of the condensers to ensure the plan is feasible.

There have been some concerns regarding the appearance of a sea train and staff would recommend, pending available funding, the sea train being "beautified" to nearer meet the Harford Pier Design Guidelines (Appendix F, Port San Luis Master Plan).

If approved, this option includes the purchase of a sea train that has doors on each end, an additional flake ice machine (specifics to be determined by the ice house operator and commercial fishermen), an enclosure to be located on top of the sea train to house the ice machines, four additional totes, and additional funds for water and electrical

connections. The CCJCFLC grant was in the amount of \$50,000-\$53,000 which may be reduced, depending on the final costs for the above-mentioned items.

Option 2 involves temporarily using the existing fish market on the west side of the Harford Pier for the Ice Facility once the fish market ceases to operate in that location, estimated to be in late Fall. The challenges with this location include the following:

1. How is ice produced during the time the ice machines are removed from the future fish market, but are not able to be installed on the west side of the pier until the existing fish market is no longer operating?
2. In order for storage of ice in totes, some sort of insulated area would likely be needed. The existing freezer space on the west side in the existing fish market is likely insufficient due to size and access.
3. Once the renovation of the west side commences, the ice facility would then again need to be relocated.
4. While this proposal may be acceptable for funding from the CCJCFLC, the concept has not been reviewed by them.

Conclusion

Staff recommends the Board of Commissioners approve Option 1 which places the location of the ice facility temporarily at the end of the existing cold storage/harbor office building on the east side of Harford Pier, direct District staff to continue to work with representatives of the Commercial Fishing industry on the specific ice-making equipment/set-up, and direct District staff to resubmit the grant request to the Central California Joint Cable Fisheries Liaison Committee for funding.

- Attachment:
1. Central California Joint Cable Fisheries Liaison Committee Grant
 2. Temporary Ice Facility Site Plan