



# **EXISTING CONDITION REPORT**

## **HARFORD PIER SITE PLAN**



**Submitted To:**

PORT SAN LUIS HARBOR DISTRICT

March 25, 2021





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Port San Luis Harbor District

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# INTRODUCTION

This Existing Condition Report summarizes available information, current as of late 2020, that describes Harford Pier and its physical and regulatory environment. It will serve as a baseline resource for analysis and the production of a 20-year Site Plan for the future development of the pier and its attendant facilities. The information contained here was derived from background materials made available by the Port San Luis Harbor District, resources already in the consultants' files, and field observations made during the months of September and October, 2020.

## HISTORY

The initial construction and historical development of Harford Pier is well described in historical records available through the District, local historical societies and other public sources. A brief timeline follows:

- 1873: initial construction of the pier and rail link
- 1876: extension of the pier to 1,500 foot length
- 1887: warehouse and 500 feet of pier destroyed by fire
- 1888: reconstruction of fire damage completed
- 1906: 1,000 foot extension of pier for oil loading
- 1913: completion of the breakwater
- 1915: warehouse destroyed by fire
- 1919: warehouse reconstruction (current canopy) completed
- 1941: Pacific Coast Railway abandoned, rail traffic discontinued
- 1955: pier placed under Harbor District jurisdiction by Tidelands Grant
- 1965: pier shortened on landward end for new parking lot
- 1984: first Port Master Plan approved
- 1993: canopy structure repair/replacement project completed
- 2010: emergency canopy repairs completed
- 2014: terminus reconstruction project completed

The history of the pier's uses and users, which will inform the current planning process, and are reflective of economic transitions that have accompanied the Central Coast's growth and evolution over the nearly 150 years of the pier's existence.

The pier was first built to accommodate the maritime shipment of goods, then expanded to provide passenger transportation and the shipment of petroleum. After a long decline in those commercial markets it transitioned to a commercial fishing and recreational boating resource, with retail food and drink businesses and seafood sales eventually added. The trend over time has generally been away from the mercantile and toward the public-serving, which is consistent with the objectives of the 1972 California Coastal Act.

## ACKNOWLEDGEMENTS

Primary participants in the development of this Existing Conditions Report were:

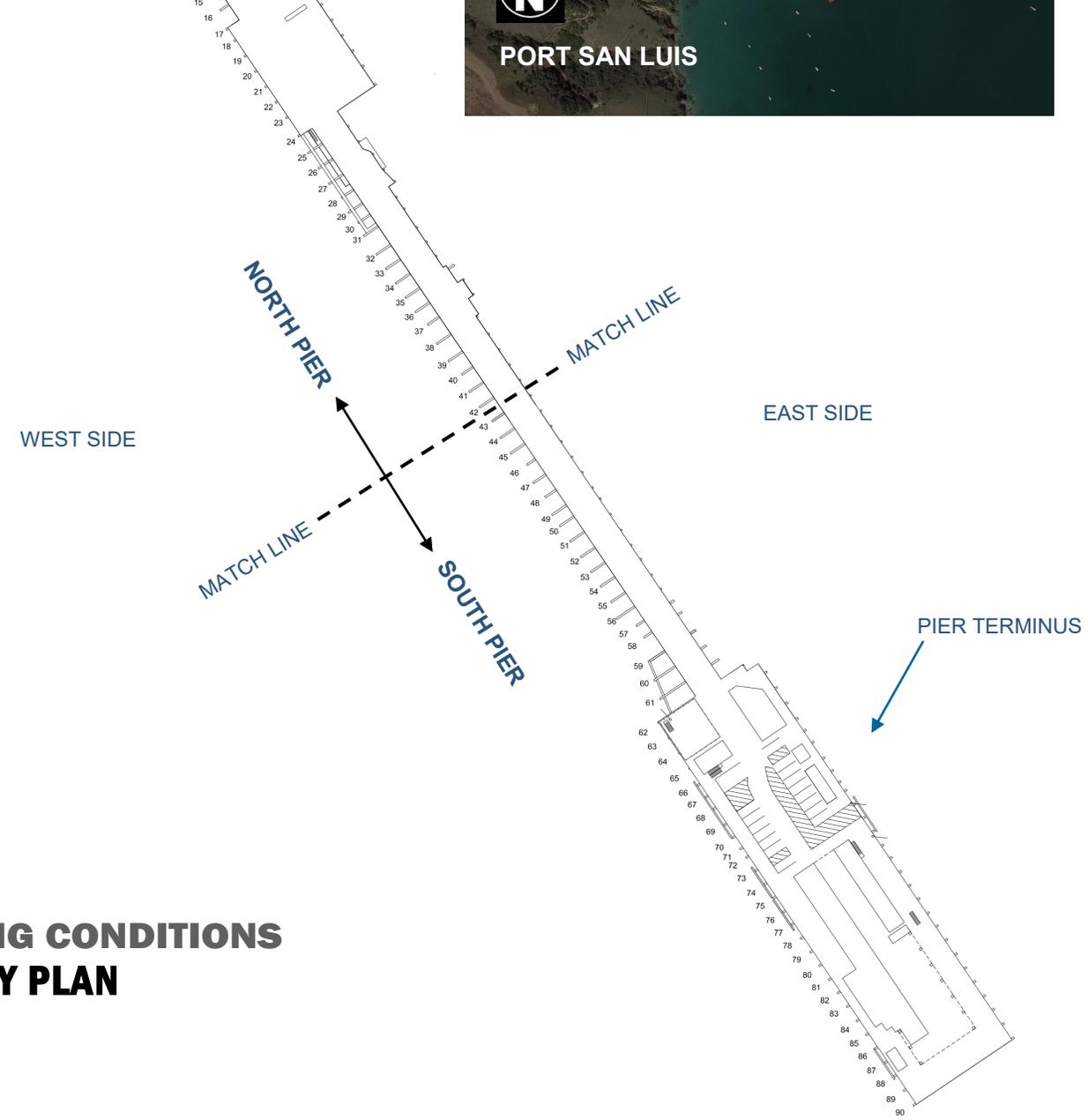
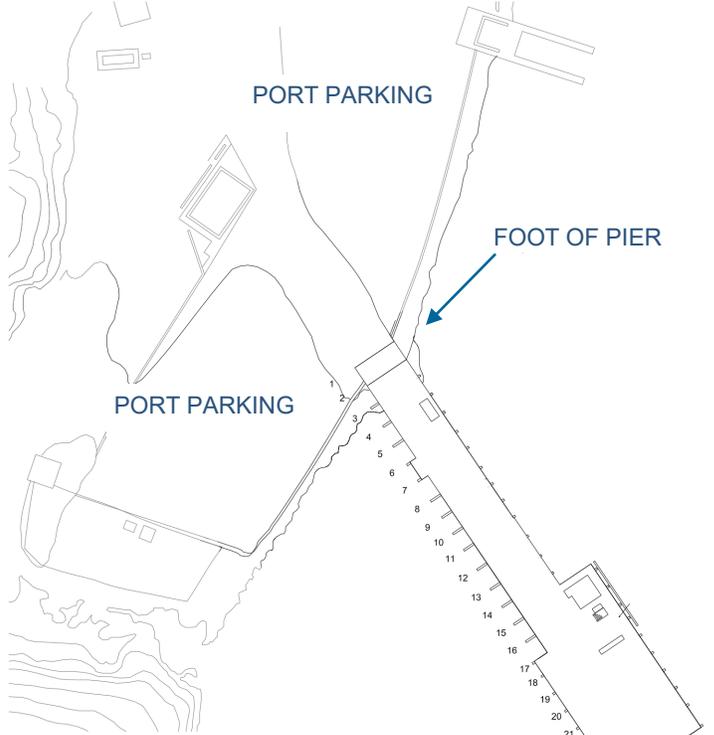
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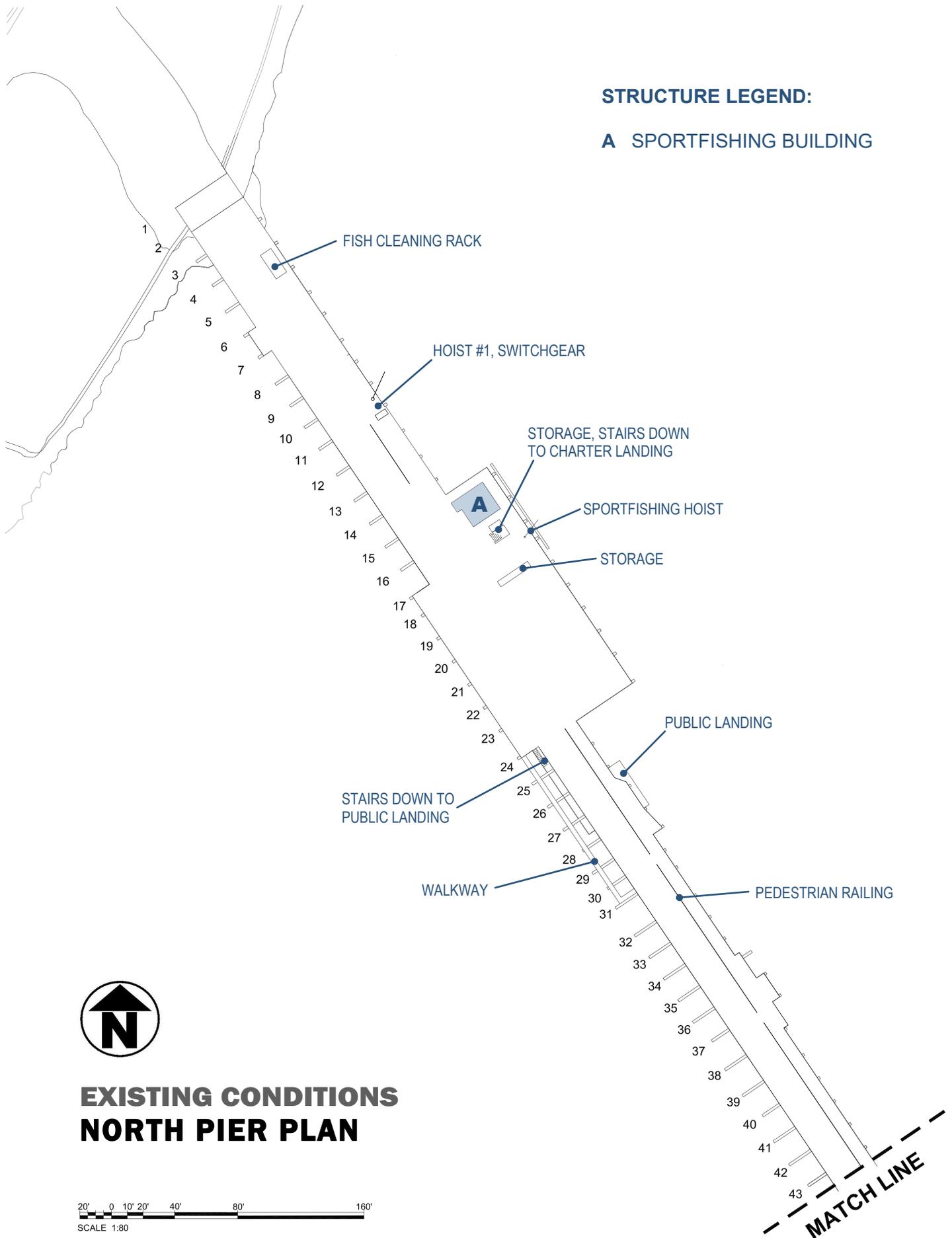
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**EXISTING CONDITIONS  
PIER KEY PLAN**

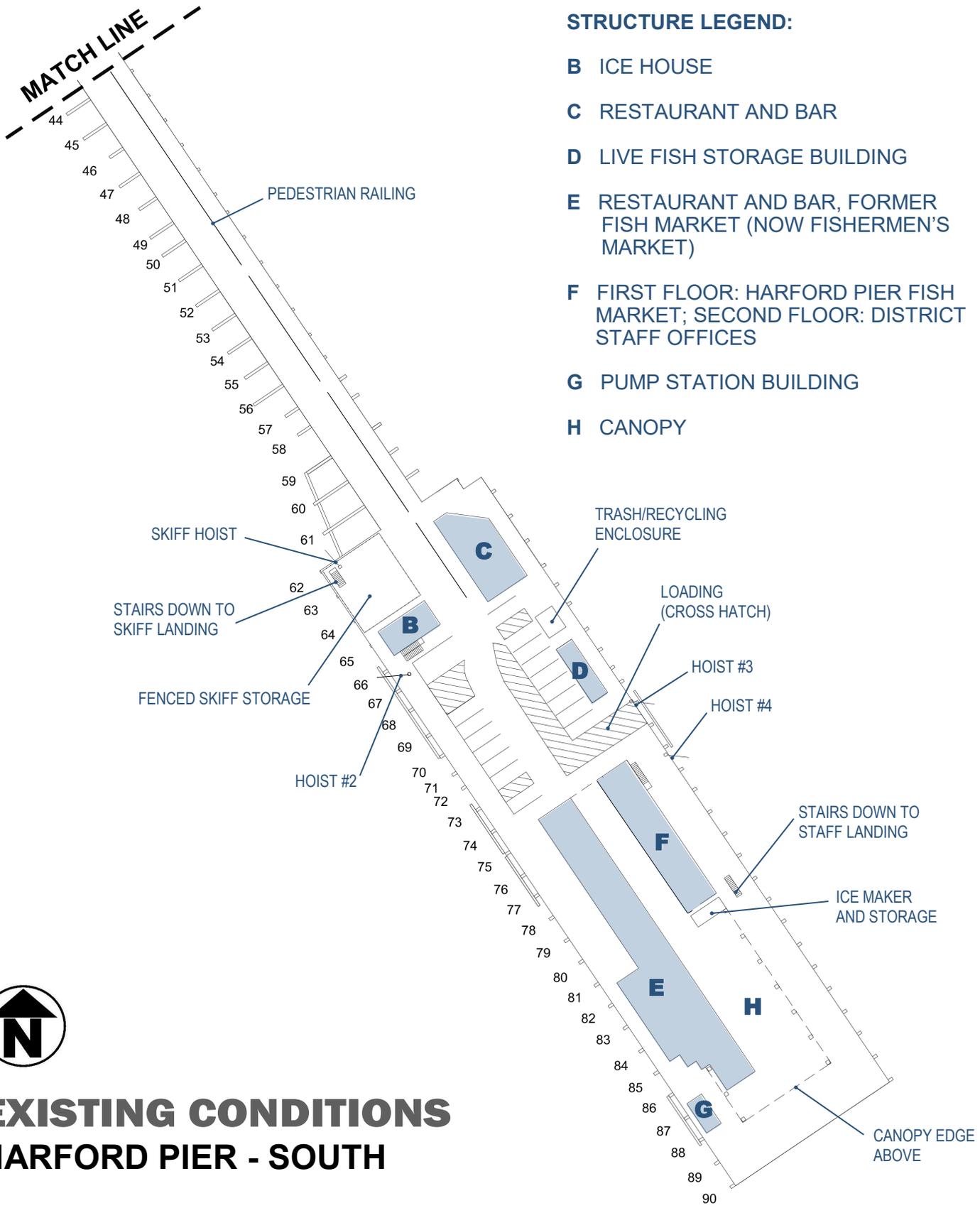
**STRUCTURE LEGEND:**

**A** SPORTFISHING BUILDING



**EXISTING CONDITIONS  
NORTH PIER PLAN**





**STRUCTURE LEGEND:**

- B** ICE HOUSE
- C** RESTAURANT AND BAR
- D** LIVE FISH STORAGE BUILDING
- E** RESTAURANT AND BAR, FORMER FISH MARKET (NOW FISHERMEN'S MARKET)
- F** FIRST FLOOR: HARFORD PIER FISH MARKET; SECOND FLOOR: DISTRICT STAFF OFFICES
- G** PUMP STATION BUILDING
- H** CANOPY



**EXISTING CONDITIONS  
HARFORD PIER - SOUTH**



## ENVIRONMENTAL CONDITIONS

The Koppen Climate Classification for Port San Luis is Csb, which is "dry-summer subtropical" or "Mediterranean." Average annual precipitation is 22.6 inches.

Historical data lists Port San Luis as having a warm season from July 5 to October 23 with an average high temperature above 72°F and average low of 54°F, and a cool season from December 1 to March 23 with an average high below 65°F and average low of 43°F. The average annual temperature range is listed as 35°F to 86°F, with no recorded freeze days and a record high of 112°F.

Average wind speed varies from a high of 16.7 mph in May to a low of 7.6 mph in September, with a record sustained high of 63 mph and gust of 79 mph. Wind direction is predominantly from the southwest, swinging further west in summer and further east in winter, and can seasonally rotate briefly to northeast.

NOAA identifies a sea level rise at the pier of 0.32 feet in 100 years, based on data acquired from 1945 to 2019, with the rate of rise currently accelerating. Tide heights typically vary about 5-1/2 feet over 24 hours, with a recorded minimum of -2.0 feet and recorded maximum of 6.9 feet.

Land mass and the breakwater protect Harford Pier from the direct action of open ocean storm swells and there is no historical record of wave damage to the pier. An 1878 tsunami reportedly destroyed the Avila Beach pier and damaged the Marre Hotel at the base of Harford Pier, and a 1907 tsunami or tidal surge badly damaged the Oilport pier and refinery in Shell Beach, but historical sources do not document damage to the pier itself from those events.

The pier is within a defined tsunami inundation zone per the California Emergency Management Agency, with a maximum credible inundation of 14.5 to 50 feet, depending on the source location. The Diablo Nuclear Power Plant is designed for a maximum inundation amount of 32 feet.

## PIER USES

Harbor Pier was originally constructed as a commercial enterprise and has accommodated a variety of public and private uses over its life. Following is a list of current uses, additional historic uses, and some other typical uses at various California piers.

### CURRENT HARFORD PIER USES

1. Commercial Fishing. Professional fishermen who derive an income from fishing in local waters.
2. Seafood Sales. On-pier storage and sales, both retail and wholesale, of fish and shellfish.
3. Pier Fishing. Public, non-licensed fishing from the pier edges for both recreational and nutritional objectives.
4. Sportfishing and Tours. Regularly scheduled and chartered commercial passenger boats, providing open water fishing, whale watching, and sea burials.
5. Recreational Boating. Non-commercial boaters, using long-term moorings, visitor moorings, District launch facilities, or beach launches, and approaching the pier for skiff storage, water/ice/fuel/electricity/sewer, or to access other pier uses. Includes light watercraft - jet skis, kayaks, paddle boards, peddle boats. A water taxi also lands at the pier.
6. Food and Drink Sales. Restaurant and bar business, with interior and exterior seating.
7. General Tourism. Visiting local and out-of-town tourists for walking, bird and marine life watching, and sightseeing.
8. Office. District operations.

### OTHER HISTORIC HARFORD PIER USES

- Bait and Gear Sales
- Post Office
- Passenger Transport Ship Loading and Unloading
- General Maritime Shipping and Warehousing
- Oil Tanker Loading and Unloading
- Railway Terminal

## **ADDITIONAL USES AT OTHER CALIFORNIA PIERS**

- Historical or Maritime Museum
- Aquarium
- Educational Interpretive Center
- Additional Food and Drink Sales (coffee, juice, ice cream, snacks, wine/liquor tasting)
- Additional Merchandise Sales (gallery, clothing, jewelry, gifts, toys, candy)
- Temporary Outdoor Sales (art and craft, mobile food vendors)
- Glass Bottom Boat Tours
- Meal or Party Cruises
- Seasonal Events (pumpkin carving, Christmas tree decorating, etc.)
- Entertainment (scheduled music, dance, or theatrical presentation)
- Regular Water Taxi Service
- Game Arcade
- Amusement Rides
- Private Offices
- Hospitality (overnight rooms or suites)

## PHYSICAL DESCRIPTION

Following are current descriptions of the physical components of Harford Pier, based on District technical documents, lease exhibits, reports to the Board of Commissioners, and onsite documentation and measurement.

### PIER FRAMEWORK

The pier structure is comprised of vertical round piles, horizontal pile caps, secondary horizontal framing, and decking, in the following typical sizes and material:

PILES:	12" to 13-1/2" diameter, pressure treated Douglas Fir
PILE CAPS:	12" x 12" pressure treated Douglas Fir
STRINGERS:	4" x 12" pressure treated Douglas Fir
DECKING:	4" x 12" pressure treated Douglas Fir (flat laid)

Pier maintenance and framework replacement is an ongoing process. Materials currently in place were originally installed between the 1920's and 2015. Bolts, deck nails, braces, and other framing hardware are primarily galvanized steel, with some stainless steel recently incorporated.

In addition to flat laid wood decking, pier deck surfaces are also made from poured-in-place concrete and open metal bar grating. The total area of pier deck is 58,545 square feet, and the total length is 1,400 feet.

### PIER STRUCTURES

There are eight structures on the pier meeting that are "occupiable" and subject to the requirements of the California Building Code. All except the canopy are built on the pier deck as a platform and not integrated with the pier framework. Following are descriptions of individual structures.

#### 1. Sportfishing Office

<u>Tenant:</u>	Patriot Sportfishing
<u>Floor Area:</u>	450 square feet
<u>Year Built:</u>	1970's (?)
<u>Construction:</u>	light wood frame, painted plywood-with-batten siding, asphalt shingles, single glazed windows and patio doors, non-fire-sprinklered
<u>Current Uses:</u>	sportfishing and charter office, fish storage and sales, ice sales, minor retail sales

Condition: outdated construction, no air conditioning, no apparent significant deficiencies in current structure

Discussion: structure will be demolished and replaced south of current location in connection with pier decking replacement, and new structure will be required to include a staff/visitor restroom on the same side of the pier

## 2. Ice House Building

Tenant: Wilcox Fisheries/Ice House Fish Company

Floor Area: 1st floor: 561 square feet; 2nd floor 561 square feet

Year Built: 1989

Construction: light wood frame, painted wood board-and-batten siding, asphalt shingles and built-up low slope roofing, single glazed windows, fire-sprinklered

Current Uses: fish loading, unloading, and storage; fishing gear storage; and diesel facility

Condition: outdated construction, no apparent significant deficiencies; new roofing and exterior paint in 2019

Discussion: no current plans for modification

## 3. Restaurant and Bar

Tenant: Mersea's

Floor Area: 1st floor: 1,447 square feet; 2nd floor: 582 square feet

Year Built: 2015

Construction: light wood frame, painted wood board-and-batten siding, built-up low slope roofing and metal raised batten roofing, dual glazed aluminum windows, fire-sprinklered

Current Uses: sit-down and take-out lunch and dinner dining, full bar

Condition: new construction, no apparent deficiencies

Discussion: the exterior seating adjacent to restaurant is public access, not proprietary to the restaurant, and the restroom at the exterior is public

#### 4. Live Fish Storage Building

- Tenant: Port San Luis Commercial Fisherman's Association
- Floor Area: 437 square feet
- Year Built: 1980's (?)
- Construction: light wood frame, painted wood board-and-batten siding, asphalt shingles and built-up low slope roofing, non-fire-sprinklered
- Current Uses: fish storage, fish sales, miscellaneous gear storage
- Condition: outdated construction, building and underlying pier structure in poor condition, requiring reconstruction in near future
- Discussion: building was built for Marine Institute touch tanks/displays, considered for a maritime museum, then converted to live fish storage, provided that it would be replaced by skiff storage if that use ended; District and Commercial Fisherman's Association are discussing resolution of current non-compliance with lease provisions

#### 5. Restaurant and Bar, Fishermen's Market

- Tenant: restaurant and bar currently vacant (previously Olde Port Inn); District has recently opened fishermen's market in first floor seafood market space
- Floor Area: 1st floor: 5,384 square feet; 2nd floor: 2,070 square feet
- Year Built: 1973 (additions and remodels through 2000)
- Construction: light wood frame, weathered redwood plywood and plank siding, polycarbonate roofing, single glazed windows, fire-sprinklered
- Current Uses: currently empty; previously sit-down lunch and dinner dining, full bar with seasonal entertainment
- Condition: outdated construction with deferred maintenance, exterior wood exhibiting insect and weathering damage and interiors in poor/worn condition; underlying pier structure also in poor condition
- Discussion: most of the building is framed to the underside of the canopy and does not have a separate roof; the structure will be demolished and replaced to accommodate new tenant(s)

## 6. Office Building

Tenant: Port San Luis Harbor District

Floor Area: 1st floor: 1,980 square feet; 2nd floor: 1,860 square feet

Year Built: 1994

Construction: light wood frame, painted wood board-and-batten siding, dual glazed wood windows, fire-sprinklered

Current Uses: District offices, dry storage, electrical equipment

Condition: relatively recent construction, no apparent deficiencies

Discussion: the building is framed to the underside of the canopy and does not have a separate roof; first floor space is currently being remodeled for fish market use

## 7. Pump Station Building

Tenant: Port San Luis Harbor District

Floor Area: 148 square feet

Year Built: 1990's

Construction: light wood frame, painted wood board-and-batten siding, composition shingles, single glazed wood windows, fire-sprinklered

Current Uses: bilge and sewage pumping equipment; oil containment boom storage

Condition: relatively recent construction, no apparent deficiencies

Discussion: no current need to modify this structure

## 8. Canopy

Tenant: (not applicable)

Covered Area: 11,760 square feet

Year Built: 1919

Construction: heavy timber wood frame, partial enclosure with redwood plywood-and-batten siding, composition shingle and single ply membrane roofing, non-fire-sprinklered except within structures

Current Use: cover for structures and open space

Condition: in constant process of maintenance, repair and upgrade, and will soon be re-roofed

Discussion: the canopy is the remaining historical structure on the pier and provides its primary visual identity, as well as the reference for the Port Master Plan's design guidelines

## **MISCELLANEOUS PIER INSTALLATIONS**

In addition to the occupiable structures on the pier are permanent equipment and non-occupiable construction that are part of the pier's physical description. Those include:

### **Hoists**

Pivoting fixed-arm electric hoists for use with skiffs, equipment and various containers of fish or supplies:

Hoist #1: 1,000 lb. public use, east side near bent 10

Hoist #2: 2,000 lb. commercial use, west side near bent 67

Hoist #3: 1,000 lb. public or commercial use, east side near bent 73

Hoist #4: 800 lb. public or commercial use, east side near bent 76

Sportfishing Hoist: proprietary commercial use, east side near bent 17

Wilcox Fisheries Hoist: proprietary commercial use, west side near bent 65

Skiff Hoist: 1,000 lb. public use, west side near bent 62

### **Fish Cleaning Rack**

170 square foot deck level enclosure with stand-up trough, east side between bents 4 and 5, for cleaning of small fish.

### **Public Landing**

342 square foot water level floating dock assembled from modular plastic "dock blocks," east side between bents 26 and 28. Accessed by west side stair and gangplank below pier.

### **Ice Maker and Storage**

20-foot shipping container (160 square feet) at deck level with top-mounted equipment, at south end of office/storage building between bents 79 and 80. Commercial fishers have access by arrangement with the District.

### **Trash and Recycling Enclosure**

15 foot by 12 foot solid fenced enclosure for trash and recycling containers, east side between Mersea's Restaurant and the live fish storage building.

### **Skiff Storage**

2,700 square foot area enclosed by chain link fence with 3-high skiff storage racks, west side between bents 62 and 65.

## INFRASTRUCTURE

Harford Pier is served by land-based utilities and currently doesn't have pier-based electricity generation or wastewater processing. In addition to utilities, infrastructure elements on the pier include circulation/parking, lighting, wayfinding/signage, mail/deliveries, and public furniture.

### DRY UTILITIES

Electric power is provided to pier functions by Pacific Gas & Electric via a 12,000 volt primary feed, in conduit below the west side pier deck, to step-down transformers at several locations on top of and below the pier deck. Secondary conductors in conduit feed individual main 120/208, 3-phase metered service panels at tenant spaces or other uses.

Telephone service and cable service are provided in conduits below the west side pier deck, to pull boxes and backboards at individual pier structures.

Natural gas is provided by a medium pressure 2" diameter Southern California Gas main running below the west side pier deck to individual meters at tenant spaces.

### WET UTILITIES

Pier structures have individual gravity sewer lines flowing to a collector and 3" diameter wastewater force main, extending the length of the pier from the pump-out station at bent #87 to the District sewer main on land. From there wastewater transfers to the Avila Beach Community Services District's wastewater plant on Avila Beach Drive for processing and ocean outfall.

Potable water and fire suppression water are supplied to the pier by District mains, using water acquired from the Lopez Water Supply Project. A 6" diameter potable water main runs the length of the pier below the west side pier deck, and a fire main runs below the east side pier deck, stepped down from 8" to 6" and 4" over the length of the pier, with laterals to hydrants, hose cabinets, and fire sprinkler risers. Pier tenants have individual water meters.

### CIRCULATION/PARKING

The full length of the pier is a roadway and walkway, separated by a wood railing. The roadway is rated for a maximum load for a two-axle truck and trailer of 17 tons.

Parking and loading areas are located at the southern pier terminus and near the sportfishing area on the east side. Parking spaces are approximately 9 feet by 20 feet and total 18, broken out as follows:

- 2 regular spaces at sportfishing building
- 1 accessible space at terminus
- 1 reserved Harbor Patrol space at terminus
- 15 regular spaces at terminus

An 85 foot long loading zone is located north of the public landing stairs and several areas are striped and reserved for loading at the pier terminus, as indicated on the pier plan drawing.

## **LIGHTING**

General pier night lighting is provided by five 15' pole lights along the east edge, recently upgraded with LED luminaires, and by a variety of building-mounted light fixtures, including seven high wattage HID floodlights around the canopy.

## **RESTROOMS**

Three accessible unisex restrooms are currently available to the public at the pier terminus, one at the south side of Mersea's restaurant, and two at the location of the previous Olde Port Inn lower floor restrooms. Public restrooms are also available a short walk from the foot of the pier, at Harford Landing and the Coastal Gateway building.

## **WAYFINDING/SIGNAGE**

Harford Pier hasn't maintained a coordinated signage program and individual signs have been purchased and placed in connection with individual pier projects. A welcome sign and directory erected by the District at the foot of the pier lists Patriot Sportfishing and Mersea's, the Harbor Patrol office, and the availability of diesel fuel and ice, and has an Avila Beach Paddlesports sign on the rear. Other signs used for notification, warning, and information are generally catalog signs or painted metal public works signs.

Four interpretive signs describing pier history and marine life, installed by an educational project, are weathered and nearing the end of their life.

## **MAIL/DELIVERIES**

Pier based businesses and the District use Avila Beach post office boxes for mail and the U.S. Postal Service does not provide mail delivery or pickup on the pier. Shipping and daily deliveries related to commercial fishing and restaurant operations are a primary component of pier traffic. Shipping services like UPS and Fedex will make deliveries on the pier on request.

## **PUBLIC FURNITURE**

Permanent benches are a part of two sitting areas, between bents #6 and #7 and between bents #36 and #37. Public trash cans (55 gallon drums with weather tops) are placed at regular intervals along the pier. Discarded monofilament fishing line receptacles (sections of PVC piping) are also regularly placed at pier railings. One bicycle rack is placed near the entrance of Mersea's restaurant.

## REGULATORY CONSTRAINTS

The development, maintenance, funding and operation of Harford Pier are controlled by agreements with, and approvals from, a combination of federal, state, and local agencies.

### AGENCIES WITH JURISDICTION

Following is a list of the agencies with a regulatory relationship to the Port San Luis Harbor District generally and Harford Pier specifically, along with their specific authority over, or impact on, District operations.

#### PORT SAN LUIS HARBOR DISTRICT CODE OF ORDINANCES

Chapter 14 Pier and Wharf Regulations in the District's own Code of Ordinances controls the activities allowed on the pier, and would need to be amended to accommodate any variances from those regulations.

#### SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING

The County reviews proposals for development or changes in use associated with areas within the Harbor District's jurisdiction, as authorized by the California Coastal Commission under the County's Local Coastal Program. Provisions of the Coastal Zone Framework for Planning and Coastal Zone Land Use Ordinance define allowable uses within the San Luis Bay Area Plan. The Harbor District is a self-permitting agency and pier construction does not require County building permits.

#### CALIFORNIA COASTAL COMMISSION

The Coastal Commission has ultimate jurisdiction over development within the Coastal Appeal Zone, which the pier falls within. The Coastal Commission must approve changes to the County Local Coastal Program, to the San Luis Bay Area Plan, or to the Port San Luis Master Plan, and must approve Coastal Development Permits for specific projects. The Harbor District maintains an Operations and Maintenance Coastal Development Permit for ongoing repairs to its facilities including the Harford Pier.

#### CALIFORNIA STATE LANDS COMMISSION

The Lands Commission has State level jurisdiction over public trust tidal or submerged lands and delegated management authority to the Harbor District in a sovereign trust. The Commission has a monitoring role and requires annual reporting.

#### SAN LUIS OBISPO COUNTY FIRE DEPARTMENT

Cal Fire SLO is the agency with jurisdiction for fire prevention and suppression on the pier. Cal Fire reviews applications for new fire

sprinkler systems and inspects existing fire suppression installations, including the hydrants and hose cabinets on the pier.

#### UNITED STATES ARMY CORPS OF ENGINEERS

Engineering projects undertaken in connection with pier maintenance require plan review and permits from the Corps of Engineers. The Harbor District maintains an Operations and Maintenance Nationwide Permit with USACE for ongoing repairs to its facilities, including Harford Pier.

#### CALIFORNIA STATE PARKS DIVISION OF BOATING AND WATERWAYS

Boating and Waterways regulates boating-related facilities under State jurisdiction and also provides funding to local districts to improve access, safety, and education for boaters. Applications for this funding involve documentation of conditions and need by the District.

#### CENTRAL CALIFORNIA JOINT CABLE/FISHERIES LIAISON COMMITTEE

The Committee manages an "Industry Improvement Fund" available for projects to enhance commercial fishing.

#### CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

The Fish and Wildlife Department regulates ocean sport fishing, impacting some pier users, but not necessarily affecting future physical development.

#### CALIFORNIA STATE WATER RESOURCES CONTROL BOARD

The Board controls water quality generally, and marine waters specifically, under the WRCB Ocean Plan. They provide standards for trash and wastewater handling at piers. The Harbor District maintains a 401 certificate with the Water Board, concurrent with its USACE Operations and Maintenance permit.

#### CALIFORNIA STATE COASTAL CONSERVANCY

The Coastal Conservancy is not a regulatory agency per se, but provides grant funding and technical assistance, which generates various requirements for qualification the Harbor District must provide.

#### UNITED STATES DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE

Since the Harbor District has never acquired official historical designation of Harford Pier, no regulations regarding historic preservation currently apply, except to the extent they are enforced under the design guidelines included in the approved Harbor District Master Plan. To maintain the option to access various historic preservation grant funding programs in the future, the District would need to follow the Secretary of the Interior's Standards for the Treatment of Historic Properties which are listed by the National Park Service.

## SUSTAINABILITY, ACCESSIBILITY, SAFETY

Future development of Harford Pier facilities will need to comply with federal and state level requirements for sustainability, accessibility, and safety.

### SUSTAINABILITY

Any new or remodeled structures that are heated or cooled are required to comply with California Title 24 requirements for energy conservation, which regulate building envelopes, mechanical equipment, and electrical systems. Additionally, the California Green Building Standards Code requires sustainable practices that include water conservation, indoor air quality, recycling, and various building material properties. Exceptional energy efficiency or other sustainable characteristics may increase the District's attractiveness to funding agencies.

The pier is well positioned for natural ventilation, solar photovoltaic electricity generation, greywater separation, and other potential sustainable strategies.

### ACCESSIBILITY

Access for the physically disabled population is prescribed by the Americans with Disabilities Act, Title III (Public Accommodations and Commercial Facilities) and encoded in the California Building Code. While the ADA doesn't specifically address piers, the development of new facilities and remodeling of existing facilities on Harford Pier will need to comply with requirements for features like walk surfaces, handrails, signs, and access to upper floors.

The percentage of a given construction budget that is spent on accessibility improvements is statutorily limited under "unreasonable hardship" provisions, but increased accessibility for the disabled can also be a funding agency incentive and is a Coastal Act objective.

## **SAFETY**

Sources of public safety concern for Harford Pier include structural fire, earthquake, nuclear emergency, storms, and tidal inundation. In general, the Harbor District's preparedness and response are prescribed by the San Luis Obispo County Office of Emergency Services, including alert and notification, and evacuation programs. Localized and site-specific emergency plans are developed by Harbor District staff, including the District's Emergency Action Plan. The Harbor District regularly trains staff on various safety topics and procedures.

The Harbor Patrol is a first responder to emergencies within Port San Luis and Avila Beach. They provide first aid, crowd control, ocean rescue, general law enforcement, and related emergency roles. The District's Boat 1 and Elsie M (Mooring Tending Vessel) are equipped with fire pumps that can be used on a Harford Pier fire.

CAL Fire also responds to fires or accidents on the pier from Avila Valley Fire Station 62 and may also have mutual aid assistance from the Diablo Canyon Power Plant Fire Station.

The California Department of Industrial Relations enforces Cal/OSHA occupational health and safety regulations applying to employees of commercial fisheries and restaurants working on the pier.