

[Draft] Minutes of the 28 August 2002 Midcoast Community Council meeting

The meeting was called to order by Chair Chuck Kozak at 7:40 p.m.

Members present: Chuck Kozak, Ric Lohman, Paul Perkovic, Kathryn Slater-Carter, April Vargas, and Karen Wilson.

Member absent: Sandy Emerson.

Public Comment

Karen Wilson (Montara) reported briefly on the School Busing Meeting held this morning. Superintendent John Bayless would like to get more information from the community on support for corridor busing. The estimated cost, per pupil, for the school year would cost about \$295 to \$350. It appears that this would operate only in the morning. This year's starting times are 7:40 a.m. for the high school, 8:05 a.m. for all elementary schools, and 8:30 a.m. for the middle school.

Kathryn Slater-Carter (Montara) described corridor busing as a proposal to have a school bus make a single stop in Montara, a single stop in Moss Beach, a single stop in El Granada, and then deliver the students to Cunha Middle School. School starts on Tuesday, September 3; traffic patterns and congestion will be significantly different beginning that day. The City of Half Moon Bay is applying to the City / County Association of Governments for money under the Congestion Management Plan.

John Quinlan (San Mateo County Sheriff's Office) described that when students are transferred from a local school to another school within the District, the District must provide transportation for those students between the schools. The corridor busing plan would utilize the same bus for other students. The Sheriff's Office has prepared a form that parents can use to list their children's friends, along with their addresses and phone numbers, so that when a child is not home on time (and is likely to have gone to visit a friend), the parents will have contact information quickly accessible.

Paul Perkovic (Montara) suggested that high school students driving in car pools should be given priority in leaving at the end of the day. This would encourage car pools, since students who drove alone would be the last to leave each day, and thus improve the congestion problems in the morning.

Chuck Kozak (Montara) announced that the next Local Coastal Program Update Workshop will be Monday, September 9, at 7:30 p.m. at El Granada School. The Midpeninsula Regional Open Space District will be holding a tour and luncheon on Saturday, September 14, from 9:00 a.m. to 2:30 p.m., leaving from either the Ted Adcock Community Center or Woodside Town Hall.

Board of Supervisors Report

No report.

Committee Reports

Treasurer's Report – The balance is \$301.37 in the Council's account.

Park and Recreation Committee – In Sandy Emerson's absence, Kathryn Slater-Carter reported that the major discussion at the last Committee meeting was about looking for resources to get parks going on the Midcoast. Montara Sanitary District has formed a committee to investigate activating its park powers. Dwight Wilson from the Cabrillo Unified School District Governing Board attended and suggested a joint parcel tax for school, parks, and libraries.

Planning and Zoning Committee – Karen Wilson reported that the next meetings will be September 4 and September 18 at 7:30 p.m. at Three Zero Cafe, Half Moon Bay Airport. They are still working on design review standards at the Design Review Committee meetings on Thursday afternoons at the Sheriff's Substation in Moss Beach. They expect to have their first full draft available on September 26. April Vargas reported on the Planning Commission meeting today. The Commission voted unanimously to accept the staff report on the rent control issue for the El Granada Manufactured Home Park. She was unable to stay for the discussion of the rural house size proposal. She did not think that offering incentives to obey the law was a good approach.

Public Works Committee – April Vargas reported that drainage issues were discussed with the Planning and Zoning Committee and she has sent a letter to Neil Cullen, Director of Public Works.

Consent Agenda

Approval of meeting minutes from July 17, 2002 and July 24, 2002. Deferred to next meeting.

Regular Agenda

1. Devil's Slide Tunnels Aesthetic Committee Phase II

Chuck Kozak reported that public meetings were held August 6 in Pacifica and August 14 in Half Moon Bay. There are seven remaining issues for Phase II. They are:

- o Operations and Maintenance / Control Building, including visibility and screening.

- o Trail connections at the northern and southern end of the project site.
- o City of Pacifica's trail proposals.
- o Portals structures and tunnel interior aesthetics elements.
- o Scope and delineation of revegetation plans.
- o Aesthetic elements of bridge at northern portal.
- o Coordination with Golden Gate National Recreation Area (GGNRA) and Pacifica on future acquisition of lands and easements.

The OMC building has been redesigned to minimize its visual impact and in a configuration that will work regardless of where the tunnel spoils are disposed. It will be partially buried and might have a sod roof. Ric Lohman expressed concern that the design of the building is a separate issue from whether or not it is appropriate to use the proposed disposal site, which may affect wetlands. April Vargas said that CalTrans is extremely aware that the plan to contour fill against the hillside is controversial in the community. CalTrans is also looking at alternative locations for disposition of the tunnel spoils. Chuck Kozak suggested that CalTrans may have reached a bureaucratic inertia point, in that they have done what they think is required and seem reluctant to pursue the matter further. Kathryn Slater-Carter objected to adopting the CalTrans language of a seasonal wet depression, when she feels it meets the criteria of wetlands.

Keith Mangold (El Granada) said that the riparian corridor through the valley pre-existed the highway; however, the ponding behind the current embankment is a recent phenomenon. The wetland habitat extends up the side of the hill, over the old Ocean Shore Railway right-of-way. He said that the Coastal Commission report did not study any alternatives for a disposal site. The issue of filling the wetlands should be discussed separately from the question of how the OMC building is designed and sited. He would also like an answer to the question of why the bores couldn't be moved west to reduce the amount of the south approach cut.

Leonard Woren (El Granada) said that there should be an analysis of alternate locations for the OMC building that shows the benefits and drawbacks of each location.

April Vargas suggested that anyone who thinks there are potential wetlands problems work with Coastal Commission staff now.

Eric Martinez (Frenchman's Creek) suggested that often there are scale models constructed to help visualize alternatives.

Turning to the trail connections issue, Chuck Kozak said that the representative from GGNRA discussed some rough plans. The City of Pacifica is exploring a trail plan that would include a trail north and west of the existing highway, through the Pacifica Land Trust site. At the southern portal, a parking area along the existing highway alignment might be included. They are trying to organize some field trips for possible trails.

CalTrans has submitted a revegetation plan for the exploratory drilling that they are doing now. Chuck Kozak has been observing the progress of this plan. They are currently looking at a 5-year revegetation plan, with the objective of reaching 85% to 90% of the native state (prior to construction).

April Vargas discussed some of the bridge design alternatives and railing designs. The Coastal Commission now has a preference that any railings in the coastal zone allow views.

Eric Martinez commented on the Coronado Bridge in San Diego, and that it is one of the most beautiful bridges he can think of.

Leonard Woren (El Granada) suggested that the work was similar to debating what color to paint the deck on the Titanic. Why is so much of the environmental community looking the other way on this project? Fix the current alignment!

Ric Lohman suggested that CalTrans often comes in with critical design elements without any alternatives. In this case, it is the fill of the wetlands area. He thinks that as a result there is no debate on some important issues.

Chuck Kozak said that there has been a lot of movement, and praised CalTrans for being flexible and responsive, bringing forth many alternatives for discussion.

No action was taken; this item was just for information and community feedback.

2. Coastside County Water District (CCWD) Proposed Pipeline Expansion

Ric Lohman introduced this item. The whole El Granada Water Transmission Pipeline project is split into something like 5 pieces. The piece in Half Moon Bay went through their Planning Commission (which approved the project) several years ago and was appealed to the City Council. Because the City Council did not take action to overturn the Planning Commission decision, the previous approval stood – but was appealed to the Coastal Commission. The piece in San Mateo County went through the San Mateo County Planning Commission (which denied the project) and was also appealed to the Board of Supervisors, where the Planning Commission decision was overturned. That project component was also appealed to the Coastal Commission. Both items have been combined for Coastal Commission action. The City of Half Moon Bay has recently communicated to the Coastal Commission the City's views on the project.

The major controversy seems to be over the size of the replacement pipeline. The CCWD proposal uses a 16" pipe; an alternative suggests that a 12" pipe would be sufficient and meet the engineering objectives. Some of the arguments address whether you can control or limit or encourage growth through infrastructure elements. It is not the size of the pipe that induces growth, project proponents say; it would be additional water capacity to fill

the pipe that might be growth inducing. The lifetime of the project is significantly longer than the planning horizon of both the City and County Local Coastal Plans.

April Vargas asked Ric if he could show how a 12" pipeline would meet water needs at buildout, including additional commercial growth.

Jim Larimer (CCWD Director) pointed out that there were two additional engineering studies that evaluated the size of the pipe, beyond the District's own engineer's report, and concluded that the 16" pipeline is appropriate. The District has spent a significant amount of money – approximately \$250,000 – on these engineering and legal studies. The Brian-Kangas-Falk study, done at the request of the Board of Supervisors, concluded that the 16" pipeline was best suited to the project. Then a third study was done, by Rudy Metzner, that was commissioned after the election of the new CCWD Board in 1999, and it reached the same conclusion. Furthermore, he said that these studies conclude merely that the system would be able to serve the property owners who have purchased water connection rights – not sufficient to meet buildout requirements. The Crystal Springs Project went through all of the necessary approvals, and the final phase of that project was the recognition that the El Granada Pipeline needed to be replaced.

Kathryn Slater-Carter reported that this afternoon there was a meeting between members of the Montara Sanitary District board and the CCWD board. MSD will be considering an agenda item next week to have MSD's engineer work with CCWD's engineer to explore the possibility of using excess pipeline capacity during off hours to bring additional water in to serve the Montara / Moss Beach community. She continued to note that the City of Half Moon Bay is implementing a 1% growth rate, that many projects have been scaled back (e.g., Moss Beach Highlands using 83 connections rather than 218), etc., to suggest that the water needs have been overstated in the analysis.

Chris Mickelsen (CCWD Director) noted that the approximately 1900 connections still to be installed from the Crystal Springs Project continue to be available, regardless of whether a specific project stays at the originally planned size or at some other size.

Kathryn Slater-Carter continued with other comments. The engineering analysis assumes gravity flow. What would happen when pumps are added to the system, as they were in the past when the existing 10" pipeline could not longer serve the community by gravity flow. She would like to see a Coastal Commission condition that limits the number of connections that can be served by a 16" pipeline using gravity flow, to minimize energy costs.

Ric Lohman would like to see the Council draft a position paper by September to fit into Coastal Commission scheduling.

Chuck Kozak raised the issue of our responsibility as an advisory council to the Board of Supervisors in taking a formal position in opposition to an adopted Board decision.

Paul Perkovic noted his initial ambivalent feelings on the concerns when this issue was first brought to the Council's attention approximately 3 years ago. He is cognizant of the potential need of the Montara / Moss Beach community for water transport from outside the coastside, either through the Hetch Hetchy project or through wheeling water from another agency. A gravity flow system has advantages, especially in terms of energy consumption and reliability. Construction and installation costs are very close for different pipeline sizes, but much less expensive to install a larger pipeline now than to replace a pipeline in the future with a larger pipeline. He also still believes that all of the buildout demand from the County's LCP was placed at the end of the El Granada Pipeline, which a significant portion of the demand is actually in the Route 92 corridor.

Jim Larimer provided a summary of the CCWD position, that capacity is already committed and the delivery system necessary to fulfill those commitments must be constructed.

Leonard Woren (El Granada) claimed that the gravity flow issue was not raised until CCWD had a split board. He compared the oversized wastewater treatment plant with the proposed project. As far as using infrastructure to limit growth, yes, it is a really stupid thing to do – but the LCPs require it. He then noted that during wet weather, the force main from the Portola Pump Station to the Sewer Authority Mid-Coastside wastewater treatment plant is overloaded – and so any additional water capacity provided to the El Granada area will only increase the overload on the wastewater side.

Chris Mickelsen discussed costs again – of a gravity flow system, versus a pumped system. Pump stations cost on the order of \$800,000 plus \$50,000 per year for electricity. The capacity in terms of the total number of connections is fixed by the Crystal Springs Project approval and conditions; it will be a full public process to increase water supply capacity. The unfounded paranoia that there will be uncontrolled growth from this pipeline is holding up a necessary project.

Paul Perkovic asked whether, in light of our status as an advisory council, we wanted to make a determination now regarding whether we would take any position as a Council, versus individual comments or appeals.

Ric Lohman asked again what is the capacity of the pipe? Not just under gravity flow, but under pumped conditions. Look at the public backers of the project, and the public opponents of the project, to see who is behind this proposal.

3. Midcoast Local Coastal Program Review Update

The next Workshop will be on September 9.

Deferred due to lack of time.

Minutes of the 24 August 2002 Midwood Community Council meeting

Update on Continuing Council Projects

Future Agenda

September 11, 2002 - proposed to be omitted - Moved by Paul Perkovic, seconded by Ric Lohman; unanimous consent.

September 25, 2002

1. Candidates Forum or perhaps Monday, September 30

The meeting was adjourned at 11:00 p.m.

Respectfully submitted by Paul Perkovic, Secretary.